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OFFICIAL STRATEGY GUIDE

TAKE YOUR GAME FURTHER®

SID MEIER'S RAILROADS!™

COVERS PC CD-ROM

BASED ON A GAME RATED BY THE ESRB — EVERYONE E

FIRAXIS GAMES

2K

Written by Greg Kramer and Thomas Hindmarch

SID MEIER'S

RAILROADS!

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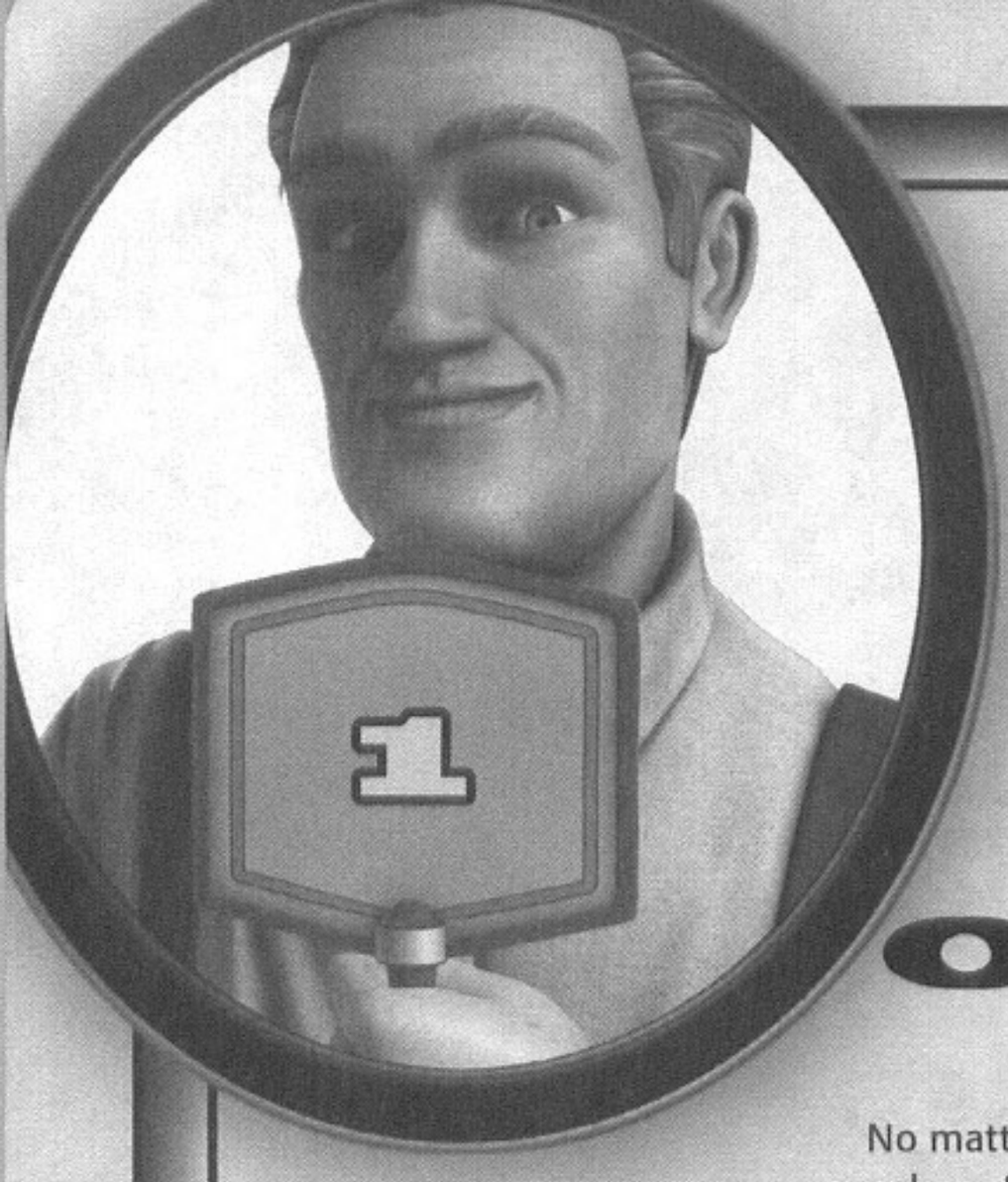
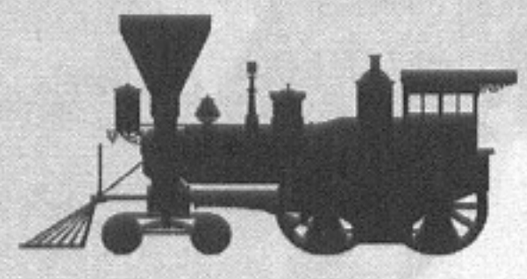




GAME OVERVIEW

No matter the scenario you choose, the difficulty level you desire, or the number of human or computer-controlled rivals you face, the fundamental goal of *Sid Meier's Railroads!* is the same: run your railroad as efficiently and profitably as possible. Victory and glory await the magnate who can squeeze efficiency and money out of every decision at every juncture, building a system that will blossom over time and outlast less efficient foes.

This chapter offers a general overview into the structure and flow of the game and the impact of the decisions you must make when starting a new game.

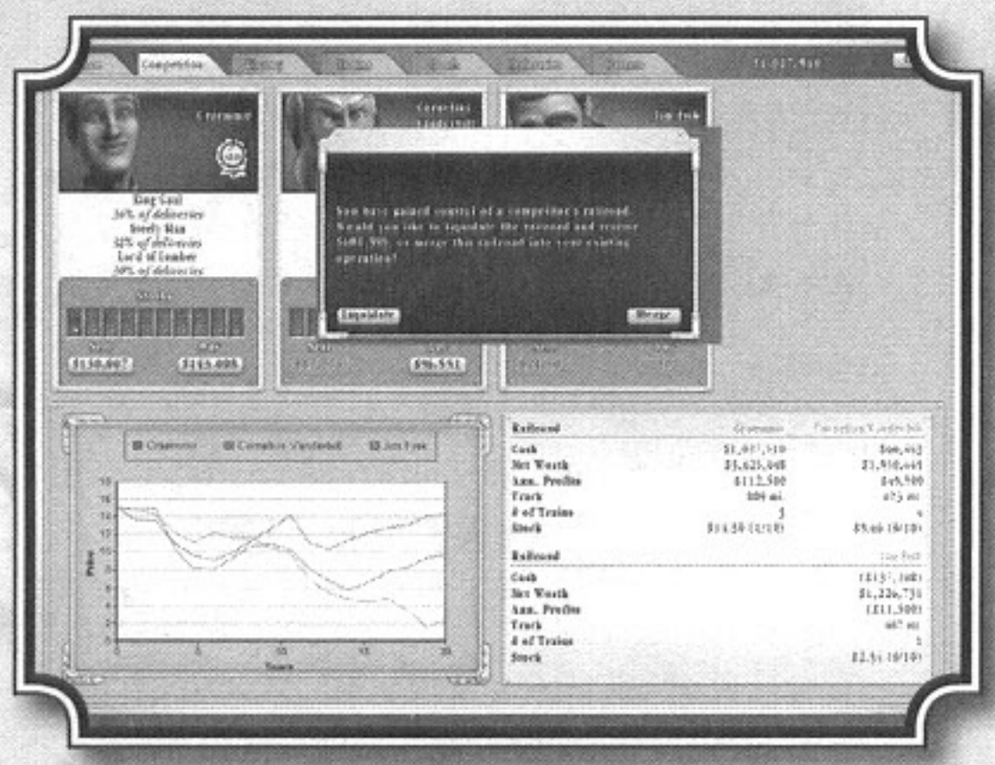
Notes on Terminology and Currency

For the sake of simplicity, this guide refers to all city-based train stops as "stations." This can be confusing since only an upgraded Depot is, technically, a "Station" in the game. Whenever you see mention of a station (with a lowercase "s"), it refers collectively to Depots, Stations, and Terminals.

Likewise with "cities." When the lower case is used, it's referring collectively to Villages, Towns, Cities, and Municipalities.

Additionally, this guide references most money amounts in U.S. dollars. While this may seem confusing because some maps use a variety of European currencies, all money in *Sid Meier's Railroads!* is exactly the same. Thus, talking about dollars also includes pounds sterling, francs, and deutsche marks. $1 equals £1 equals ƒ1 equals 1 DM. An upgrade from Depot to Station, for example, costs $50,000 on US maps, £50,000 on the UK map, ƒ50,000 on the France map, and 50,000 DM on the Germany map.

Game Flow



This level of dominance can by achieved in seemingly countless ways, but every successful railroad baron needs to know the fundamental unwritten (until now) rules of the world.

Put simply, the core strategy to in *Sid Meier's Railroads!* is running a better railroad than the next guy or girl. Easier said than done. Actually running a better railroad requires you to know what "better" means and how to make your system better at every phase in the game.

STAY ON TRACK!

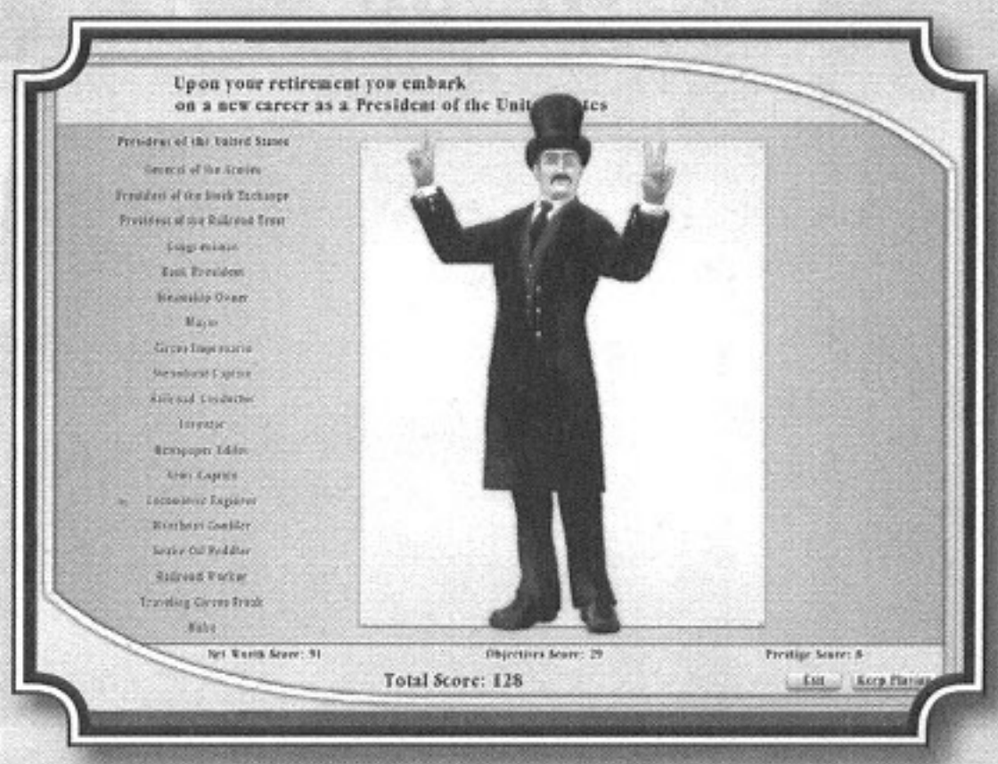
Though single- and multi-player games appear to differ in their final goals, getting to these goals requires the same strategies and actions and depends on most of the same factors.

The best insight into how the game defines success is its victory conditions. These differ (at least superficially) depending on whether you're playing solo or against human players.

SINGLE PLAYER

Solo games are played over a limited time with success measured by a final score and ranking. This score is determined either when the end year is reached or you retire before reaching the end year.

Your final score is expressed with a title that reflects how high you rose in the world during your command of your railroad in terms of what you're qualified to do in your retirement.


Upon your retirement you embark
on a new career as a President of the Unit
Net Worth Score: 91
Objectives Score: 29
Prestige Score: 8
Total Score: 128
Exit

The highest rank is reserved for the truly ruthless.

SCORE	MONIKER
100	President of the United States/ Prime Minister
95	General of the Armies
90	President of the Stock Exchange
85	President of the Railroad Trust
80	Congressman
75	Bank President
70	Steamship Owner
65	Mayor
60	Circus Impresario
55	Steamboat Captain
50	Railroad Conductor
45	Inventor
40	Newspaper Editor
35	Army Captain
30	Locomotive Engineer
25	Riverboat Gambler
20	Snake Oil Peddler
15	Railroad Worker
10	Traveling Circus Freak
0	Hobo

Score is based on three distinct but interrelated scores:

Net Worth

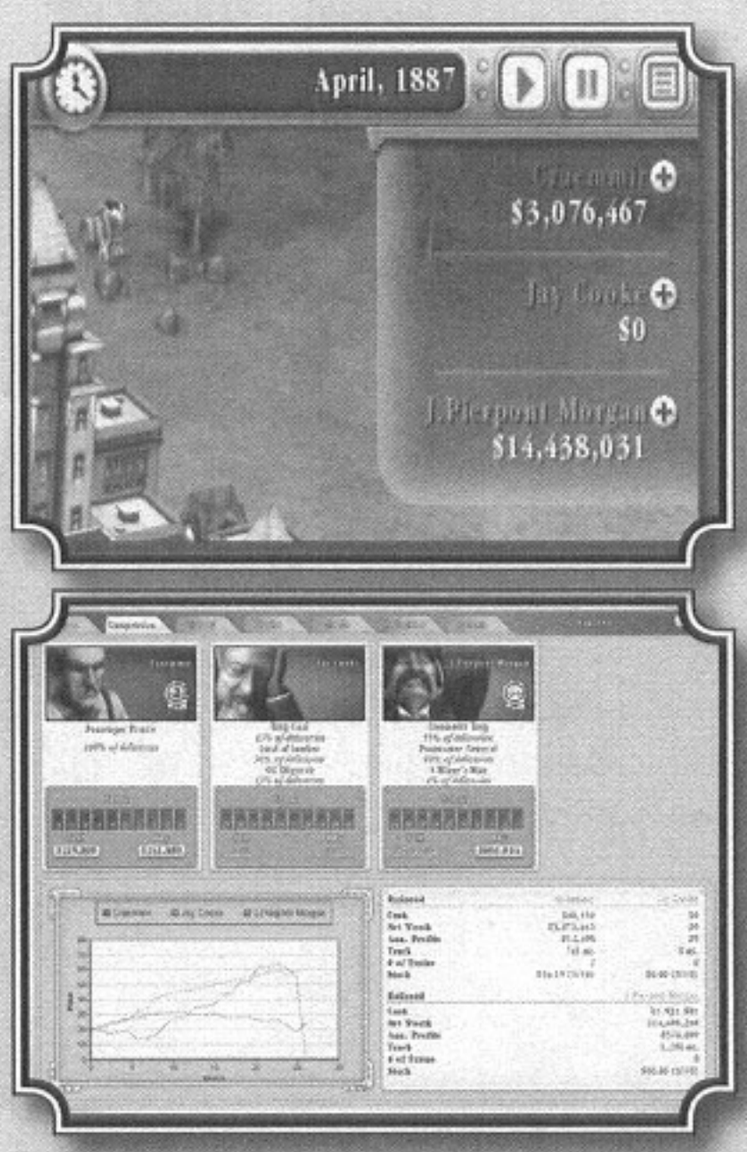
Objectives

Prestige

Net Worth

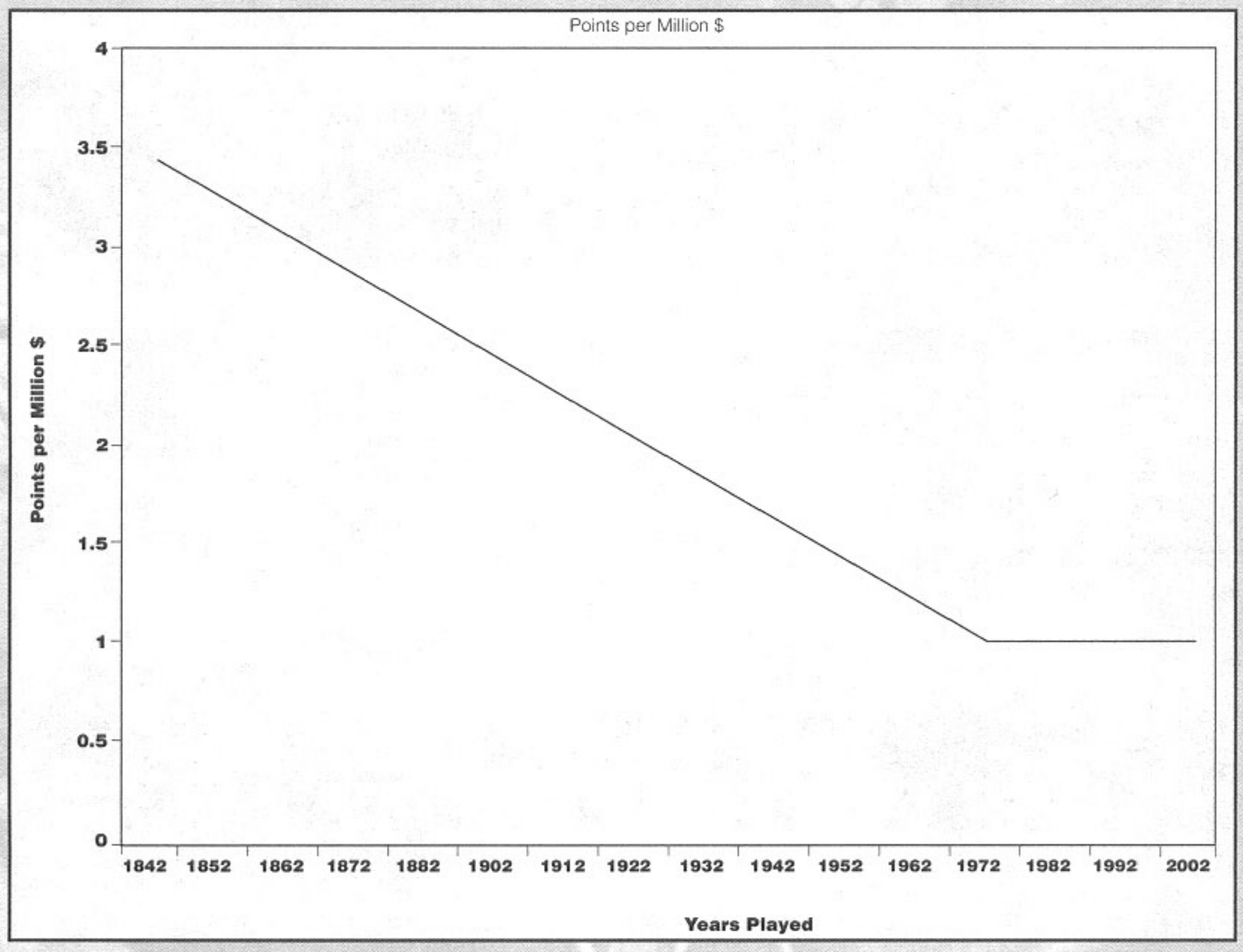
Net Worth is the cumulative value of everything your railroad owns.

- ❒ **CASH**
  Cash currently available to spend.
- ❒ **STATIONS**
  Each depot in your system adds $50,000 to net worth. Stations add $150,000 and Terminals contribute $300,000.
- ❒ **STOCKS**
  The current value of any stocks you own, including stocks in other railroads. Stock value can be seen in the Competition screen.
- ❒ **TRACKS**
  The purchase price of every track in your system (per mile of track plus any bridges, tunnels, and terrain modification costs) is added to net worth.
- ❒ **TRAINS**
  The purchase price of every train in your system is added to net worth.

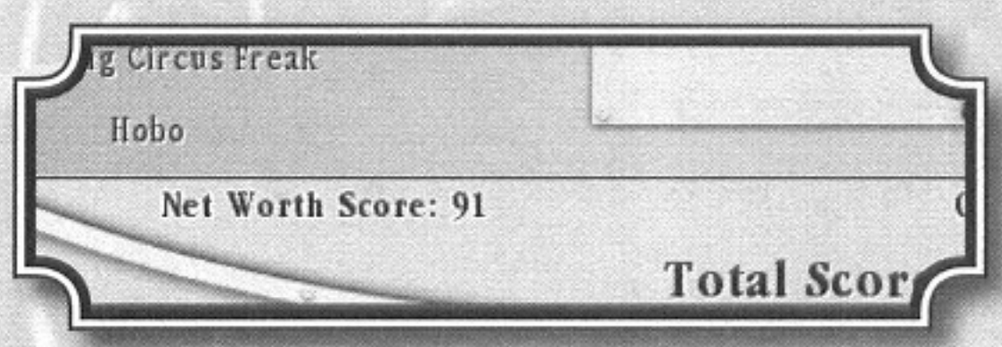


Your net worth (and that of your rivals) can be seen in the main screen (upper right) and in the Competition panel.

For every million dollars of net worth, you receive up to 3.5 points towards your final score. How much of this amount you receive, however, depends on how long the game has progressed.



The longer you play and the more modern the year, the less each million dollars counts towards your score. In other words, a million dollars in net worth is worth more points in 1950 than in 1989. The longer and later you play, the more money you need to reach top rank.



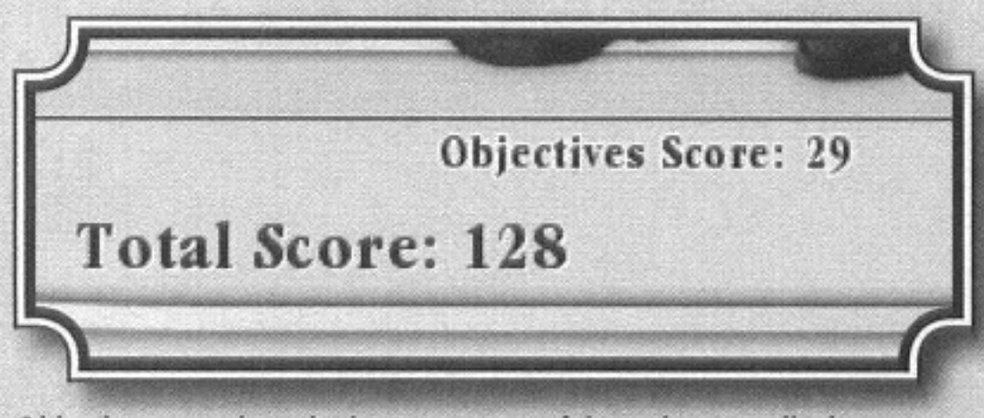
Net worth score is shown in the bottom left of the retirement display.

Objectives

For every scenario objective you complete (during its era), you receive two points towards your Total Score.

STAY ON TRACK!

It's important to understand that finishing all of a scenario's goals neither ends the game nor guarantees a top retirement rank. If high rank is your goal, keep playing after the objectives are complete.



Objectives score is at the bottom center of the retirement display.

Bonuses are also available based on completing multiple objectives. Snagging all the objectives in an era gains you two points per era and finishing all objectives in a scenario awards an additional five points.

STAY ON TRACK!

Most scenarios yield about 25 points in objective score. Running the table on a scenario, therefore, guarantees you at least Riverboat Gambler rank.

Prestige

Prestige is based on several factors, each worth a fixed point bonus.

- +1 for winning an auction of any kind (patent or industry)
- +2 for buying out another player
- +2 for setting a train speed record
- +2 for completing a mission offered by a city mayor

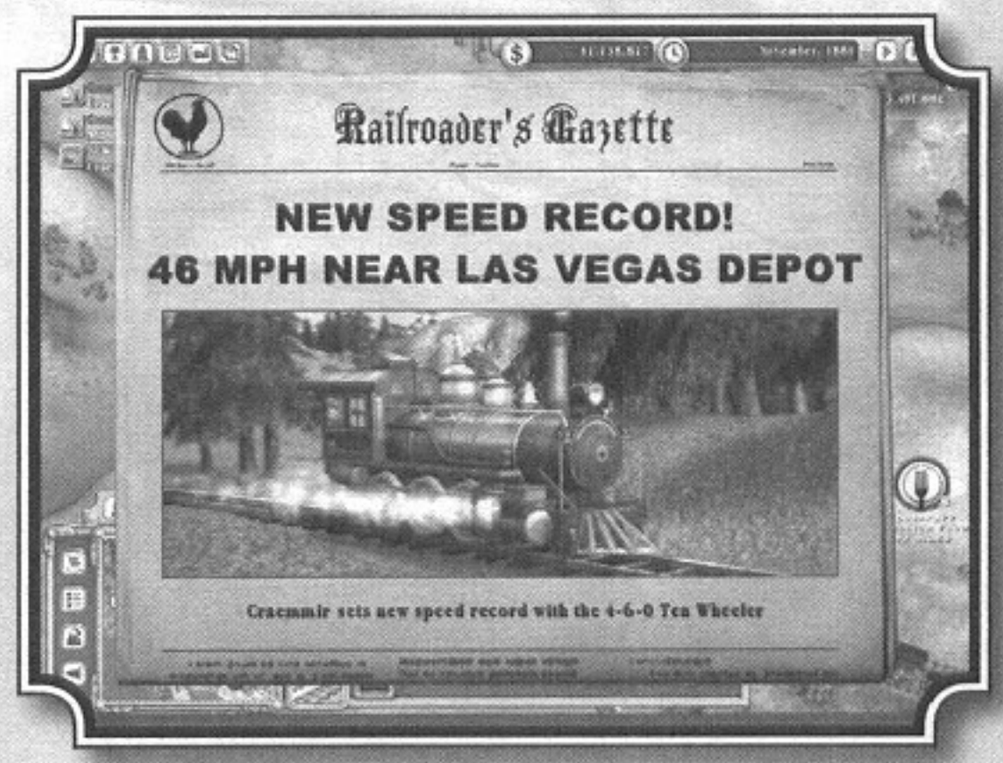
Prestige score is shown in the bottom right of the retirement panel.

Industry actions are a better bet for improving your score since they both add to Prestige (+1 per auction victory) and at least balance out towards net worth. What's more, once an industry begins to show a profit, it adds to net worth via cash.

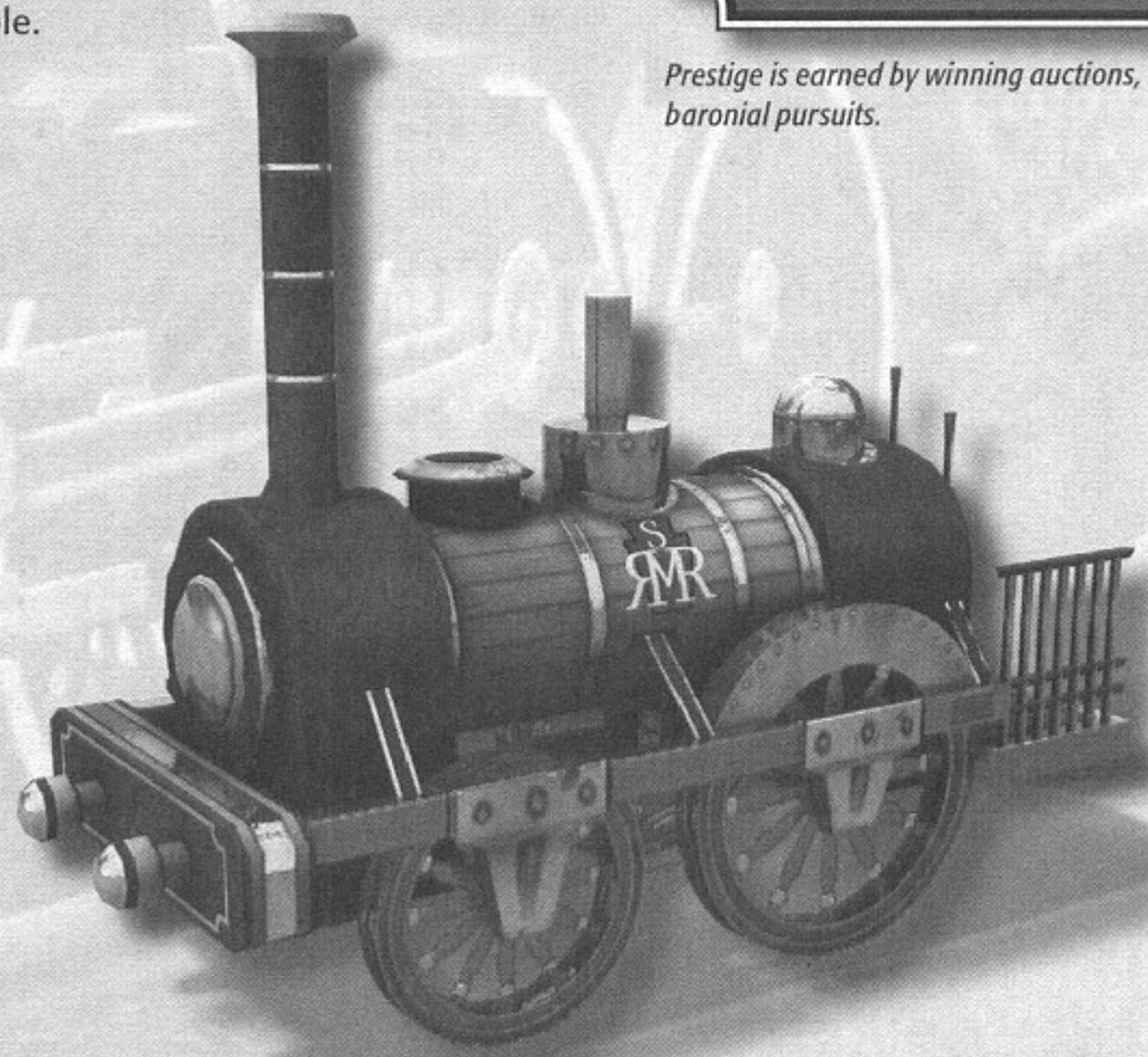
Since the number of Prestige scoring opportunities differs wildly from game-to-game, Prestige is a flexible tool to make up for lower net worth. The more opportunities you create for yourself (i.e. successful auctions) the more you can score.

If your net worth isn't enough to get you to the rank you want, try starting a few industry auctions and win as many as possible.

Patent auctions are among the few things you can spend money on that don't add to your net worth. Money spent on patents, in fact, directly reduces your net worth by lowering your cash without adding an asset of equal value. For example, buying a $20,000 train has no effect on net worth since the $20,000 reduction in cash is negated by the $20,000 increase in the value of your trains. Patents are, therefore, purely spent cash, and spending on them may immediately reduce your net worth. On the up side, however, the benefit of the patent could translate into greater revenue (i.e. faster trains mean more shipments) and you'll receive +1 via your Prestige score.


Railroader's Gazette
NEW SPEED RECORD!
46 MPH NEAR LAS VEGAS DEPOT
Cracemir sets new speed record with the 4-6-0 Ten Wheeler

Prestige is earned by winning auctions, setting speed records, or other baronial pursuits.



MULTIPLAYER

In multiplayer games, there are no scenario goals or no score to pursue. The sole goal is to buy out all other players.

As with solo play, multiplayer games are about building net worth, but not for the same reason. Net worth means a higher price for your railroad's stock and a higher price makes it difficult for others to buy you out. This is important in both modes of play, but not all computer-controlled rivals are aggressive enough to even try to buy you out. In multiplayer, everyone's single-mindedly focused on the buy out, so your stock price is essential.

Unlike single-player games, multiplayer games emphasize cash flow. In solo play, it doesn't matter whether your net worth is in cash or tied up in assets like trains and tracks, as long as you have enough liquidity to buy what you need. Cash is more critical in multiplayer because it takes a large amount of it to buy out your foes.

Since there's no scoring system in multiplayer, auctions are important only to the extent they make your company more profitable. Winning them is not, as in single player games, an end in itself.

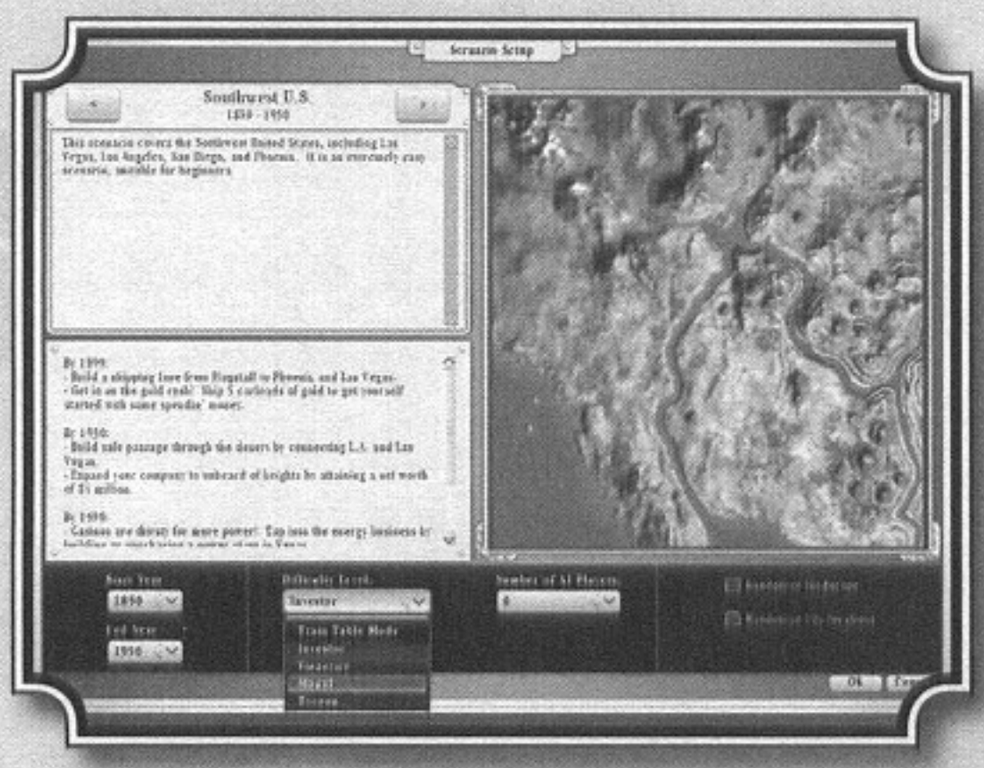
Still, multiplayer and solo games are not as different as they appear. While they emphasize different parts of the game, both are primarily about money and efficiency and the means to those ends are the same in both modes.

Difficulty Level

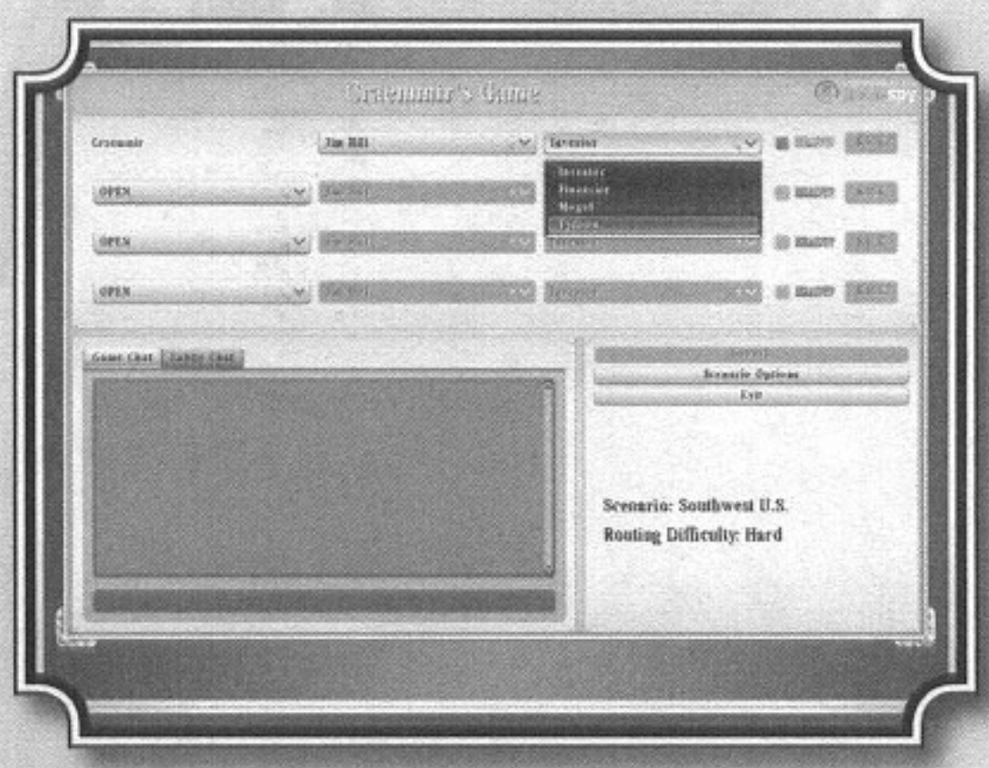
The difficulty level you choose dictates when your rivals begin building and how quickly they make decisions. On Investor and Financier levels, rivals won't begin building until you do, allowing as much time as you need to survey the area and plan your strategy.

The higher the difficulty level, the longer rivals wait before beginning to build after either game start (Mogul and Tycoon levels) or your first move (Investor and Financier).

In addition, difficulty level also dramatically changes the challenge you face by altering myriad critical factors.



Difficulty level in solo play is chosen in the Scenario Setup screen.



In multiplayer games, each player can choose his or her own Difficulty level.

Starting Cash

The amount of cash you have at the outset limits how quickly you can expand during the initial stages of the game and dictate whether you must sell off some of your company's stock before you can generate income. Selling off stock puts you at risk of being taken over since more of your stock is in play at a low price. If a rival (computer controlled or human) wants to invest early in other railroads rather than his own expansion, you could be at a serious disadvantage.

Starting Shares of Stock

The more of your company you own, the more you must sell to raise cash and the harder you are to buy out. As difficulty level increases, you own more of your stock.

Track Cost

Base per mile track cost becomes more expensive as you increase difficulty level.

Train Cost

The cost of every new train is increased as difficulty level rises.

Train Maintenance

The cost of train maintenance rises as difficulty level increases.

Delivery Revenue

The amount you get for each delivery decreases as difficulty level increases.

DIFFICULTY LEVEL	STARTING CASH	STARING SHARES OF STOCK	TRACK COST	TRAIN COST	TRAIN MAINTENANCE	DELIVERY REVENUE
Investor	$500,000	4	100%	100%	100%	100%
Financier	$400,000	4	110%	110%	110%	90%
Mogul	$200,000	5	120%	120%	120%	85%
Tycoon	$100,000	5	130%	130%	130%	75%

Routing Difficulty

Routing difficulty defines the way your trains will behave when confronted with a blocked track:

Easy

Conflicting trains will pass through each other but trains of lower priority must wait for higher priority trains to pass. This setting will not eliminate waiting, but will minimize its effects.

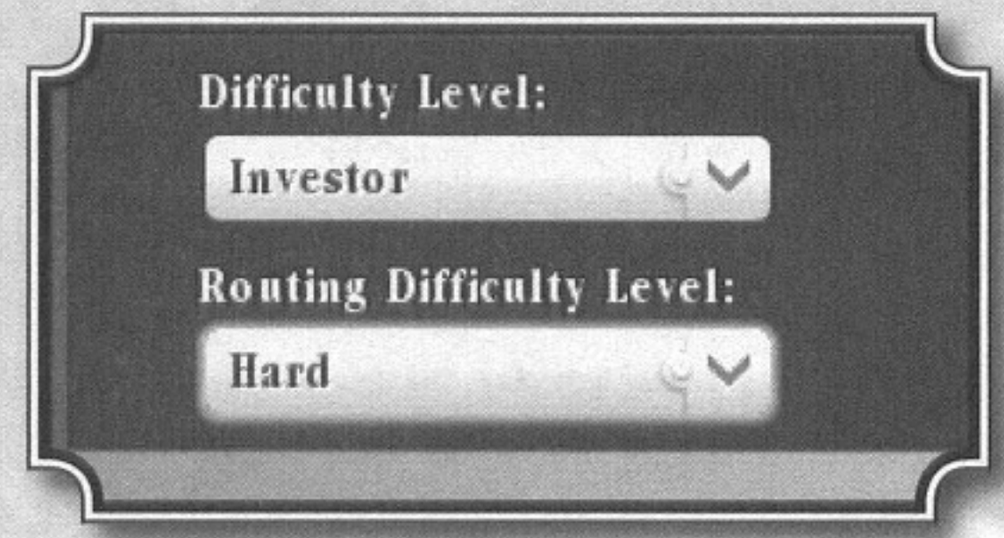
Medium

Trains will stop if another train blocks the track. If the wait is very long, however, the trains will eventually pass through each other.

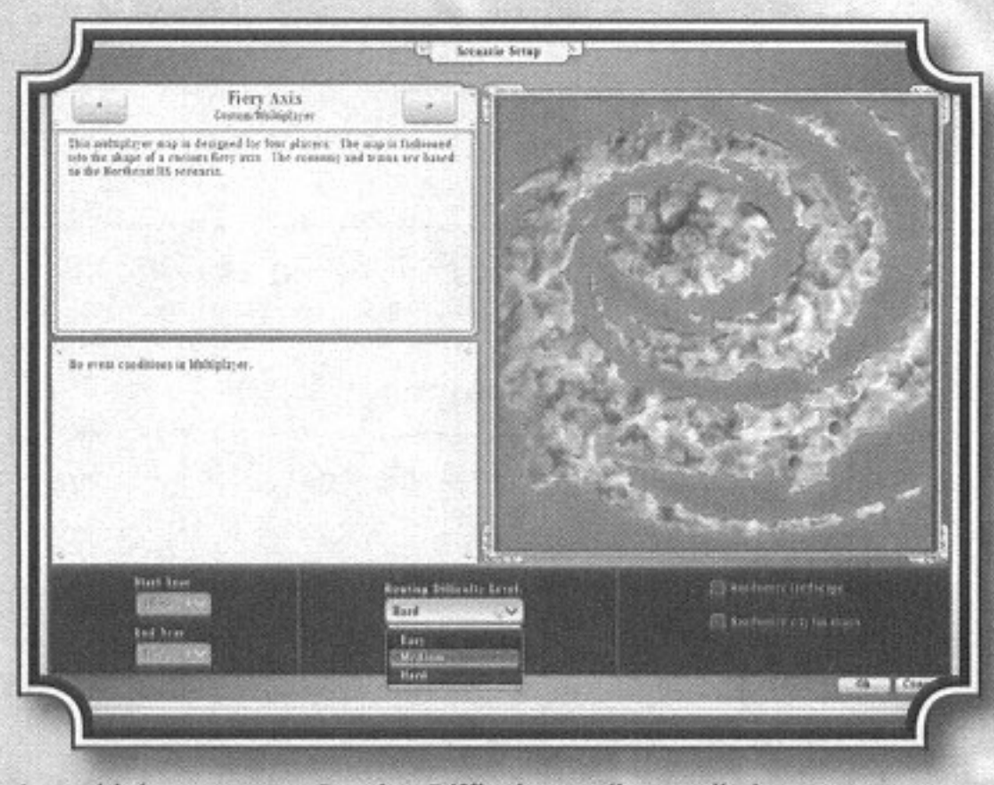
Hard

Trains never pass through each other. Instead, they will wait indefinitely until you resolve the conflict by laying alternative tracks or scrap one of the trains.

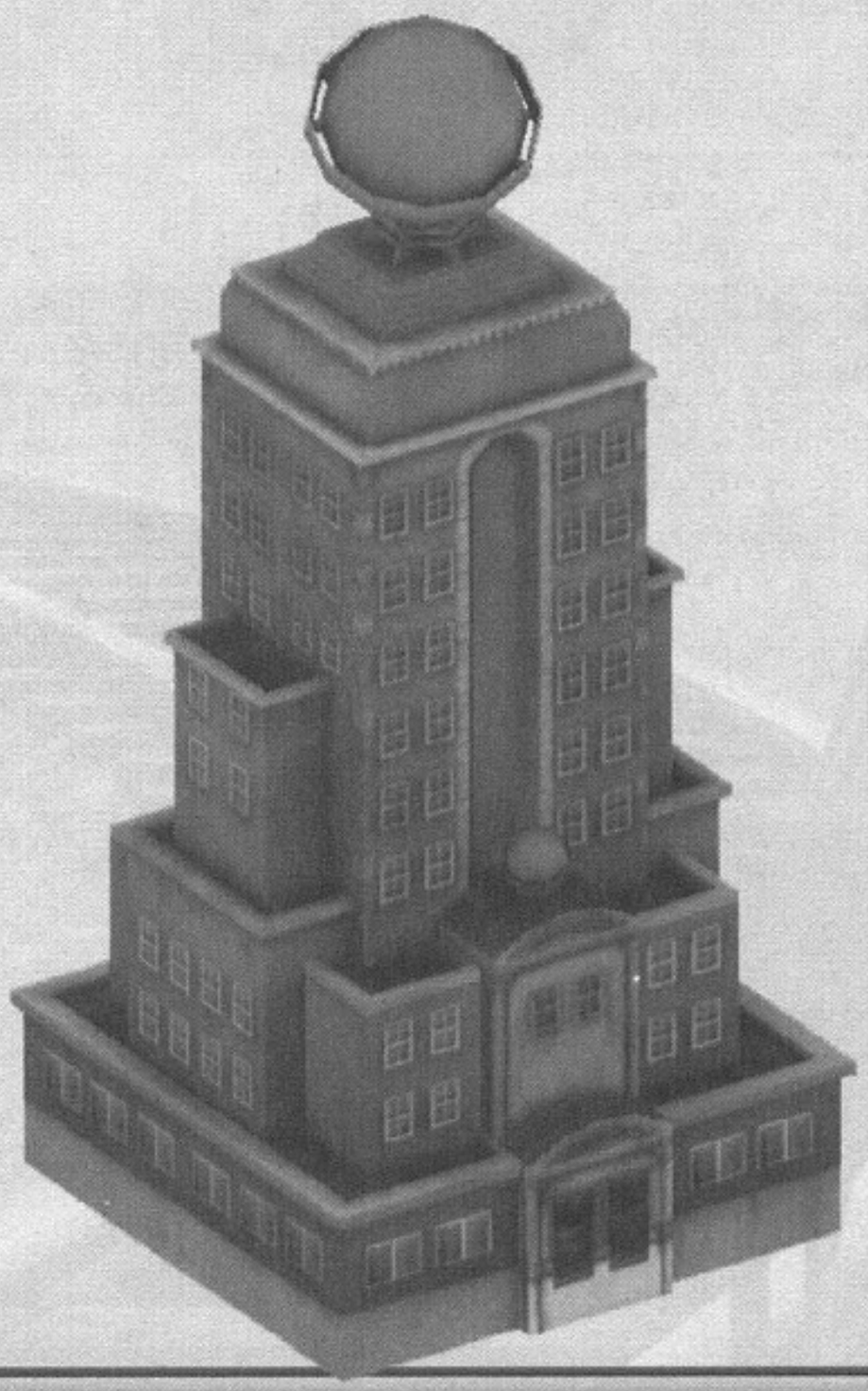
The higher this difficulty is set, the more skilled you must be in your track layout to avoid costly wait time.



Routing difficulty is set independently of overall Difficulty Level.



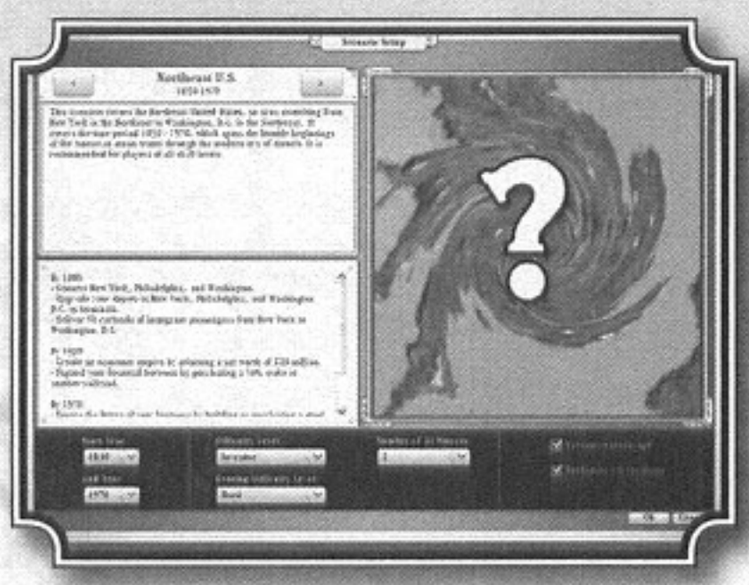
In multiplayer games, Routing Difficulty applies to all players.



STAY ON TRACK!

See the next chapter for details on double-tracking and avoiding wait times.

Randomizing Landscape and Cities



Randomizing landscape and/or city locations can make each scenario different every time.

Thanks to randomized city locations cities that were once next door to each other may now be dozens of miles apart and previously distant cities may end up in each other's back yards.

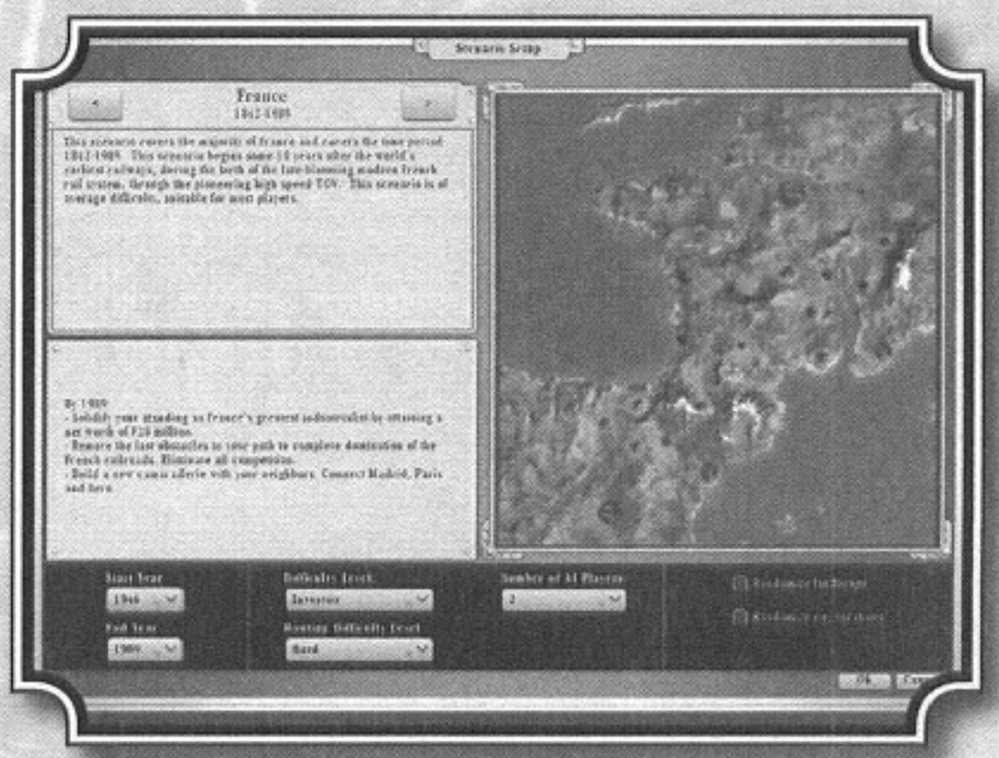
All maps in *Sid Meier's Railroads!* are fixed in two elements: the location of their cities and the layout of their landscape. The distribution of in-city and outlying industries is, however, random.

You can, if you like, increase the randomness of your games by making either city locations or landscape different from game-to-game. Note that many of the scenario tips in this guide may not apply if you scramble the location of the map's cities.

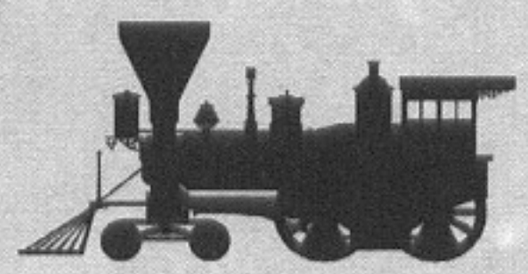
Since location and terrain are your greatest foes in *Sid Meier's Railroads!*, you can use these checkboxes to replay scenarios you've already mastered. That run from Washington DC to New York is much tougher if, for example, there's a mountain range between them!

Start Year/End Year

Each scenario map has a defined start year and end year. When you begin and end a scenario changes the number of scenario goals you receive. If you change the start or end date, one or more of the scenario eras will be eliminated.



Changing the start or end year narrows the number of objectives the scenario contains and alters the available trains when you begin and/or that you'll see by the end.



LAYING TRACKS, BUILDING STATIONS, AND ROUTING TRAINS

While engines are the glamorous stars of the railroading world, they're just big hunks of metal and machine. Without tracks to run on, stations to stop at, and routes to run they serve no purpose. How and where you lay your tracks, upgrade your stations, and route your trains can literally make or break your railroad empire.

This chapter delves into these basic weapons in your railroading arsenal to show you how to keep costs down and maximize efficiency and income.

Laying Tracks

Laying track is one of your most important endeavors and costly expenses. Without tracks, your trains wouldn't be able to go anywhere. Without well-laid tracks, your career track will lead directly to the bottom of the heap and a quick buy out.

Everyone begins the game the same way: with a Terminal in single city and a short stretch of track.

STAY ON TRACK!

You can go into the red (negative cash balance) to buy engines, but can only buy tracks and stations/annexes with cash on hand. Thus, spend all the initial bundle of cash laying tracks and placing stations/annexes at any nearby city or outlying industry that can generate income quickly. Once the money is gone, buy trains and you should have an early sizeable network to generate the funds to get out of the hole and build quickly.

BASIC TOOLS

In *Sid Meier's Railroads!*, you have two distinct tools for laying tracks:

Lay Track

Double-Track

Lay Track

The first and most critical thing to know about track laying is that you can only build tracks from the end of (or parallel to) a track you already own. You can, for example, neither drag a track from a distant city to a city you already serve, nor can you build tracks between cities that you haven't reached.

The Lay Track tool button.

The track tool (hotkey T) enables you to build new tracks along any possible course either from the end of an existing track or by branching off any existing track.

STAY ON TRACK!

With the Track or Double-Track tools selected, press the X or Z buttons to scroll through and anchor the Lay Track tool to each available track end.

Dragging the tool automatically figures a course from the starting point to the current location of your pointer, with all excavation and structural costs, slope, and maximum speed computed for your convenience.

Left-clicking places the end of the track piece but also plants the beginning of a new one, allowing you to draw the next stretch directly from the end of the last. To stop building tracks, right-click.

Although the tool often knows best how to draw tracks, it doesn't know your strategy and, more importantly, isn't concerned with either the cost of the track or how efficiently it will run. All it knows is how to build the most direct route. There are many instances when you're best served just clicking on point A and point B and getting on with more important business, but that doesn't mean you're obliged (by either requirement or politeness) to accept the game's recommended path.

Drawing tracks freehand will often get you a better or cheaper route, but you must dedicate a bit more attention to detail. Instead of dragging the track the entire distance you want it to cover, drag it in small bursts that go exactly where you want them, left-click to end the track, drag to the next point, and repeat until you get where you want to go. Thus, if the tool insists that you expensively tunnel through that mountain, you can manually route around instead.

Rather than accept this complex automatically drawn run...

...draw the track in parts, routing it to your liking.

STAY ON TRACK!

The maximum speed of a track is different from the max speed of an engine on that track. Just because a track has a max speed of 70 mph doesn't mean that any train with a lower maximum speed will do its max on that stretch. In fact, trains tend to slow proportionally through tracks rated at below the 200 mph cap. For example, a train with a max speed of 50 mph on a curved track rated for 100 mph will ride that track at around 25 mph.

Whether you accept the computer's opinion of the best route or meticulously assemble it yourself, there are several issues to consider.

Slope

Excavation costs ("Fills/Cuts")

Bridges and Tunnel costs ("Structures")

Maximum Speed (Slope + curviness)

When laying out a track, an on-screen display shows each of these variables for the track as it's currently laid out. Both slope and Maximum Speed are averages for the entire length of the piece of track you're dragging, so some parts may be more or differently sloped or will necessitate different speeds. If managing these variables is important to you, drag only short runs of track at a time.

Slope

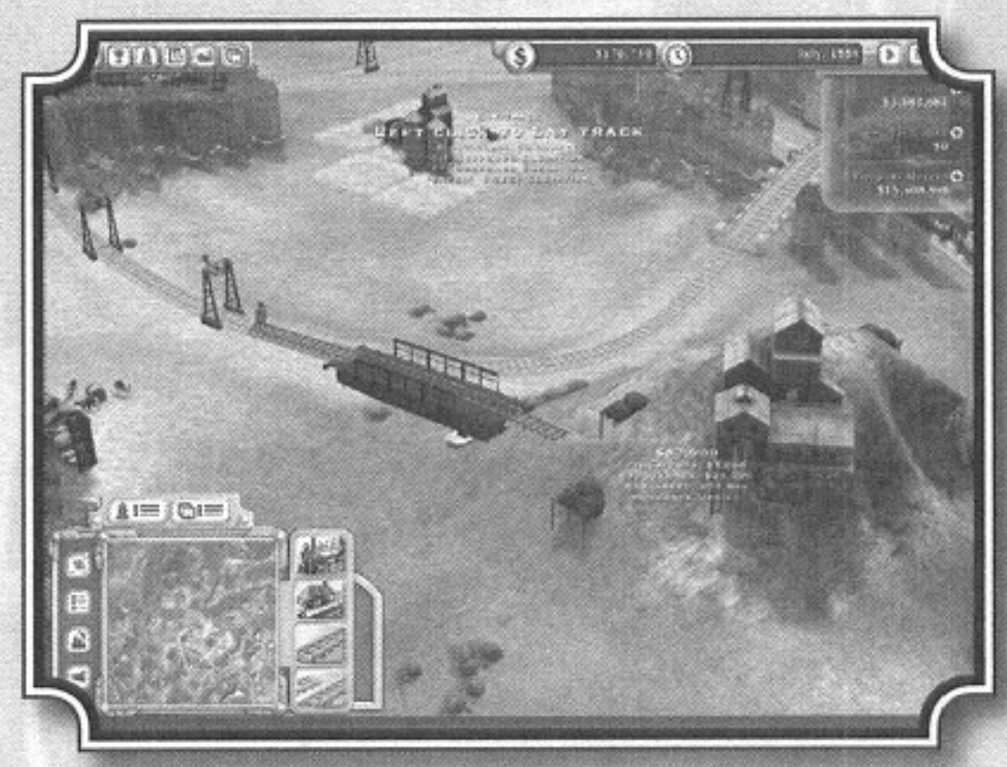
Slope is the vertical angle at which the track, as drawn, will be built. The steeper the slope, the slower trains must go to travel uphill and the faster they'll go when traveling downhill.

STAY ON TRACK!

The length of a slope and the power of an engine can overcome the effects of a steep uphill slope. Given enough time and straight track, a powerful engine can reach top speed on a very steep track.

Whenever possible, try to make tracks as flat as possible ("No Grade"). You can accomplish this either by arranging the track so that it only covers flat terrain. Depending, however, on how circuitous this will make the route, the resulting journey may be longer (and more expensive) than a more direct but steeper route.

Flatter tracks can also be made by using the track elevation hotkeys. Pressing + and - moves end of the track higher or lower. Once you raise a track to certain heights above or below ground, bridges or tunnels will be added as need be. The track elevation hotkeys can also be used to fine-tune the cost of a track. Draw the track from point A to point B, then move the track up or down to lower its price. When the price begins to rise again, you've hit the lowest possible price for that automatically drawn track. As long as the average speed is to your liking, drop the track.



Using the elevation key here both reduces the slope (Moderate Uphill to Gentle Uphill) of the track and the cost by $67,000.

STAY ON TRACK!

Holding SHIFT while changing elevation makes alterations more quickly.

The moderate slope of this track will speed the train when it's full and will only slow it slightly when it returns empty.

Slope can be used to your advantage. If a route will only carry cargo one way (i.e. from a coalmine to a city), the train will be able to travel faster from the city (when it's unladen) than it can loaded up with coal. If possible, slope the track so that the train will travel downhill when coming from the coalmine and uphill when coming from the city. If the downhill slope is long enough, the fully loaded train will travel faster than its stated max speed.

Fills/Cuts

If terrain won't accommodate a track as is, the Lay Track tool will excavate or build up the terrain and this cost will be added to the price of the track run. This process is done automatically, but can be fine-tuned with the Track Elevation buttons; you might reduce the cost of a cut by lifting the track elevation. The cost of fills and cuts and bridges and tunnels are not refunded when you delete a track.

Cuts and fills are made when a bridge or tunnel just isn't called for but the track would be too steep.

BRIDGES AND TUNNELS

When a track must cross water or go through a particularly large hill or mountain, the Lay Track tool will automatically draw a bridge or tunnel on the most direct route from point A to point B. Bridge and Tunnel costs are in addition to any fill or cuts needed to build the track.

The type of bridge you get depends on the elevation differences where the bridge is drawn. Deep river canyons require massive cantilever or trestle bridges while simple ravines need only a low stone bridge.

Both bridges and tunnels automatically construct to span any gaps or drill through any terrain, but draw from the terrain level of the entry point to the terrain elevation of the exit point. This can result in heavily sloped bridges and tunnels. If you want a no grade structure, drag to the end of the obstruction/gap, raise or lower elevation as needed, left click to end the run, and continue to drag from that end point.

To use the fewest bridge pieces possible, assemble bit by bit and it'll only be as long as it needs to be.

You can also save on structural costs by building a track piecemeal. Drag the track right up to the point where the bridge/tunnel begins to draw, back up until the structure disappears, left-click, drag to where you want the structure to end, left-click, and carry on from there. The bridge or tunnel you get this way is usually shorter, cheaper and/or flatter than one you'd get from drawing automatically.

Maximum Speed

The speed of a train on your track is partially determined by the top speed of engine and the weight of its cars, and also by the slope and curviness of the track. When you lay out a piece of track, the displayed maximum speed reflects the average speed over its entire length given its curviness and slope.

As noted previously, slopes can work for you or against you. Steep inclines slow ascending trains but accelerate descending trains. Since maximum speed is an average of travel over the track in both directions, these corresponding effects may cancel out each other. Thus, a very steep slope may still show an average speed to 200 mph but the uphill will be painfully slow.

STAY ON TRACK!

A sharp curve at the bottom of a steep hill forces descending trains to apply brakes well before they near the bottom. Attach tracks from such hills to a flat straightaway to maximize the speed boost of a good steep hill.

This curve leading into Bend forces trains to run the breaks all the way down that hill.

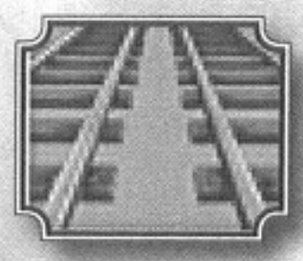
The sharper and more frequent the curves in a track, the more often and more dramatically engines must slow to take the turns. If maximum speed is too low, inspect the track layout to see if there are any excessively sharp turns or quick succession of turns without an intervening straightway for the engineers to open the throttle.

Train Length

Fast and powerful engines allow you to drag several cars at optimal speeds but that doesn't mean you want any 8-car trains in your system. Long trains must slow even more than short trains in curves, so the extra income from a few additional cars may be nullified by significantly lengthened trip time.

DOUBLE TRACK

The Double Track tool costs the same but functions differently from more free-form Lay Track tool. Double tracks can be drawn to follow the path of an existing track (or tracks). They can follow a track for any length but cannot deviate from or extend beyond its reach.



The Double-Track tool button.

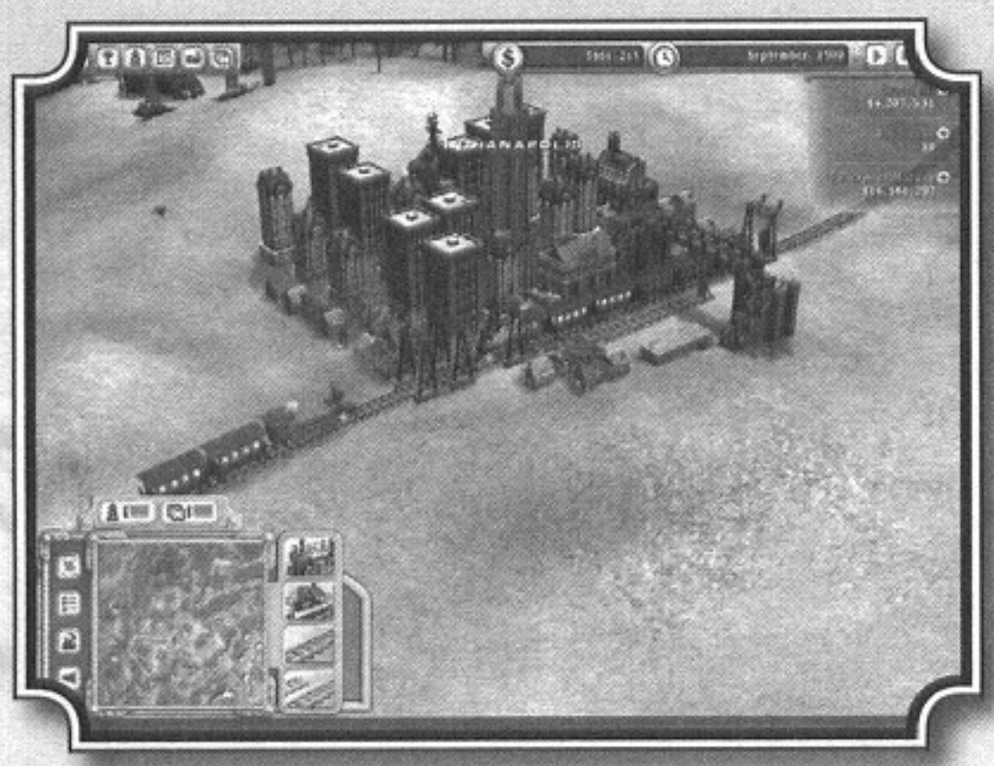
As you probably learned in the tutorial, double tracks can be used to make sidings at your stations. Sidings permit multiple trains to access a station from a single track, giving trains a place to wait or move out of the way for the other to clear.

Sidings can be used anywhere, not just at stations. If two trains are sharing a long track, a siding the middle can avoid bottlenecks.

STAY ON TRACK!

The lower you set the Routing Difficulty Level for a scenario, the less important sidings become. If you set it for easy, conflicting trains will pass right through each other without needing sidings. Since, however, the lower priority train must wait for the higher priority train to pass through it, a siding will still help but isn't critical.

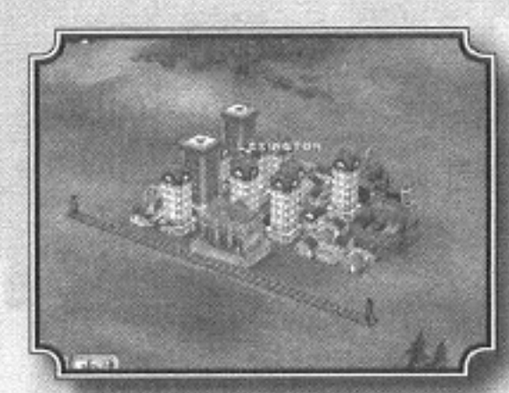
To build a siding, draw a double-track the length of a station. Next, switch to the Lay Track tool and drag from the end of the double-track to the main track, ending a bit beyond the station signal. This last step is critical because that signal controls traffic into and out of the station; if the siding joins the main track between the station and the signal, it will do nothing to solve bottlenecks.



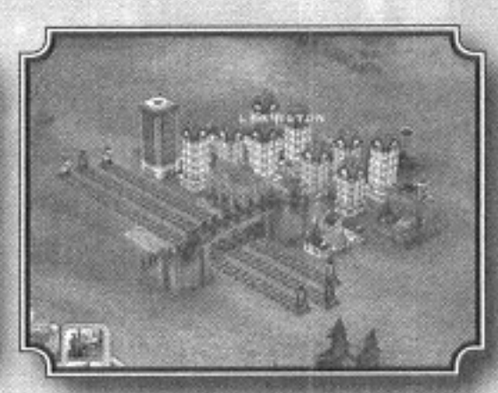
Attaching a siding too close to the station renders it useless.

Instead, join it to the main track a bit beyond the station's existing signal.

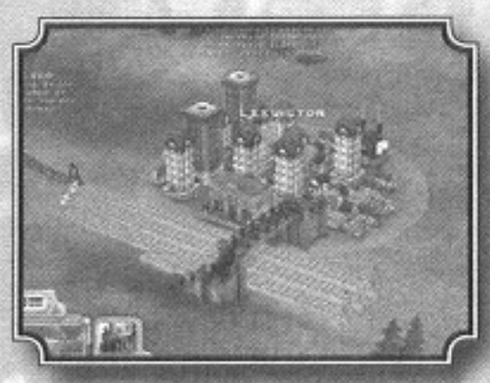
While this is a handy use of the double-track, it is far from its most powerful application. There's a great deal more success using double-tracks independently of other. Each Depot/Station/Terminal can support up to three parallel tracks. In other words, you can have three totally independent lines accessing a single station without interfering with each other in any way. The following is an example of how this works.



Lexington begins with a single track.



Next, two parallel tracks are placed with the Double-Track tool.



One track gets extended to Louisville to shuttle passengers to the west.

One rail is extended to the oil well to the southeast.

The third rail supports a track heading northeast to Charleston and beyond.

STAY ON TRACK!

Adding parallel tracks at a station automatically builds a bridge over the tracks. While you can build several parallel tracks at a station, the bridge will only cover the three that can actually serve the station.

To see which tracks can access a station, select the station. The useable tracks are highlighted.

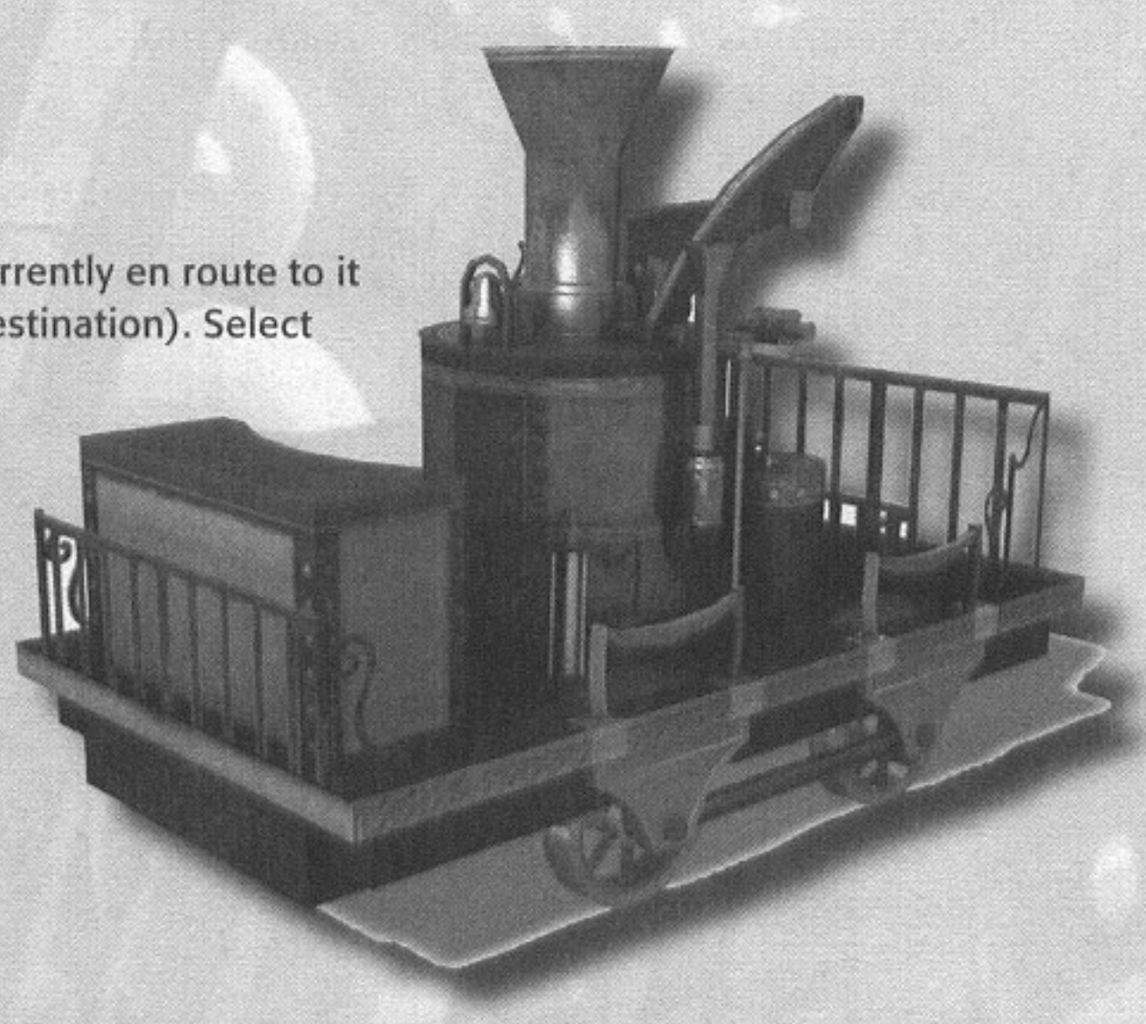
Stations can only serve three parallel tracks but you can run as many as you like parallel to these three. Trains will use these additional tracks, but won't stop at the station.

Only the first three are useable, but you can have as many parallel tracks as you wish routing through a station. No train on these tracks can load or unload at the station and any routes you define for that station will automatically use the three functional tracks. If you want to run, for example, two different goods between a pair of cities, the most efficient way is to connect the cities with the Lay Track tool, then use the Double-Track to run a second track the entire length between the cities.

DELETING TRACKS

Any segment of track can be deleted if there isn't a train currently en route to it (i.e. if it's already past the section and hasn't reached its destination). Select the track and click on the delete track button.

Deleting track refunds the per mile cost of the track itself, but not any landscape excavation ("fills/cuts"), bridges, or tunnels ("structures"). If a track can't be deleted, it's because there's a train en route to it. Either wait for the train to pass or scrap the train.



Depots, Stations, Terminals, and Annexes

Your starting city always contains a fully upgraded Terminal.

To serve a city with your railroad or exploit an outlying industry, you must build a station or Annex in it. You can't use other railroads' buildings nor can you stop in city without an appropriate building.

When stations are first built, they begin at the lowest of three upgradable levels:

STATION LEVEL	BUILD/UPGRADE COST	LOAD/UNLOAD SPEED INCREASE	PASSENGER/ MAIL REVENUE INCREASE	MAXIMUM PASSENGER SUPPLY
Depot	$50,000	-	-	3
Station	$100,000	+50%	+25%	6
Terminal	$150,000	+100%	+50%	10

Station upgrades affect several important variables.

Car Load/Unload Speed

The faster cars are loaded and unloaded, the more quickly they turn around and head back to the next stop.

Passenger/Mail Revenue

The market price per passenger and mail delivery is multiplied if a station has been upgraded. In later years, revenue from passengers and mail drops off dramatically. You can keep these routes profitable, however, if both ends of the route are upgraded to Terminals.

Maximum Passenger Supply

The number of passengers a city can supply is dictated by its size (Village, Town, City, or Metropolis)

TRAIN ROUTING

Perfect tracks and shining stations are nice, but the whole system succeeds or fails with the routing of your trains.

Deft and efficient routing comes largely with practice, but understanding how the system works and knowing a few not-so-obvious tips will provide a sizable head start.

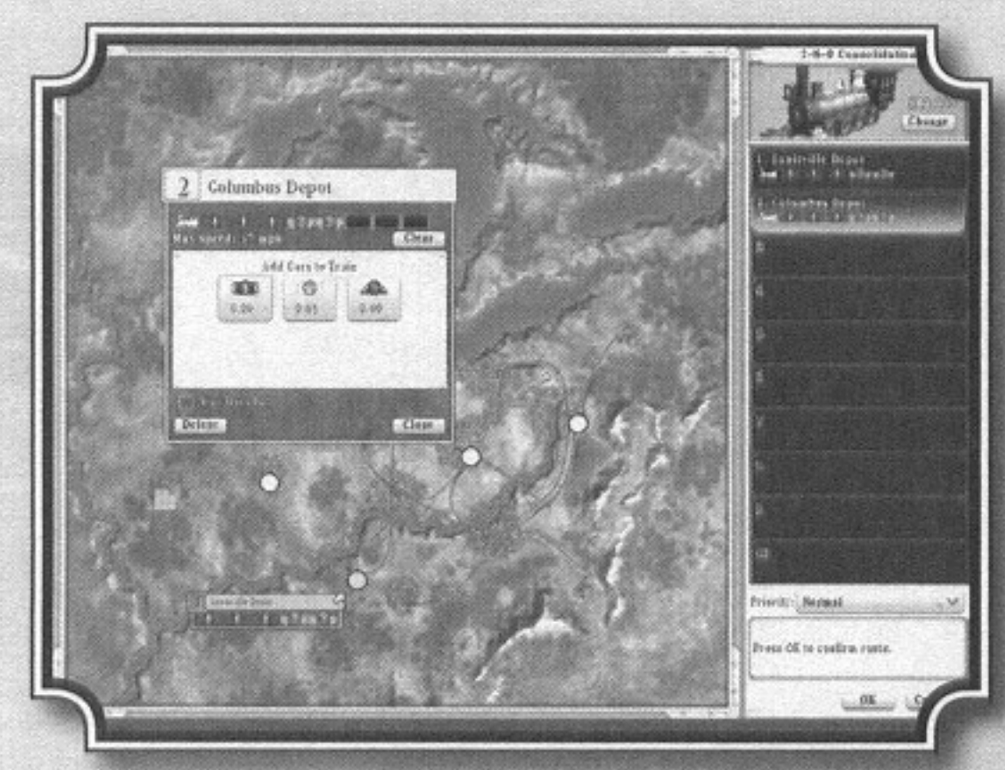
Basic Routing

A route is an engine's journey from one stop to another pulling (unless you don't care to make money) at least one car of some kind of good.

Every kind of good has its own kind of car. Each car attached to an engine can be either empty or full. Not surprisingly, empty cars are lighter and easier (and thus faster) to pull than loaded cars but they're still heavier than no car at all. Why would you want to drag around an empty car? That's covered soon.

To set up a route, select a starting point (from which some goods will be taken), choose how many cars of each kind of payload the engine should pull, and click on a destination.

To start a route, begin with the starting city and load it up with whatever goods the city supplies.



Unless you wan to make a change to the cars in the train, the same cars are automatically added to subsequently added stops, even if that stop doesn't supply the good for a car.

When the engine reaches the destination, it offloads the contents (but not necessarily the car itself) of kind of goods the destination city demands. If the train carries something that the destination does not demand, those goods remain on the train as it returns to its origin or continues to the next stop.

STAY ON TRACK!

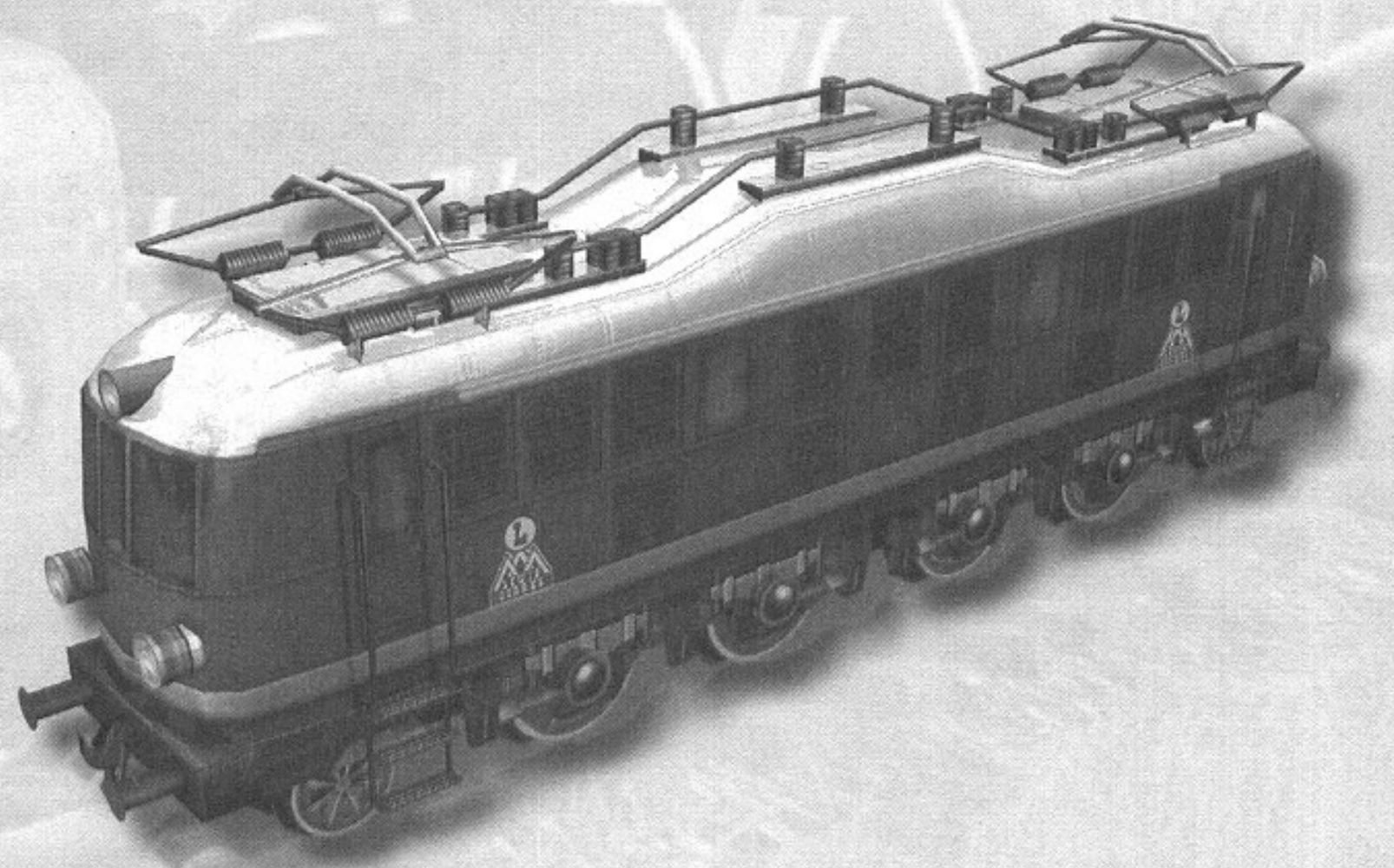
With a two-stop route, having anything stay on the train would be a really bad idea. Because it never gets offloaded, you're never paid for it and the train simply cycles back and forth, costing but not producing any money.

In setting up routes, note that the same type of cars you load at the starting city are automatically added to the train for the next leg of the trip, even if the city doesn't supply that kind of good. While it seems sensible to remove any empty cars to permit the train to move faster, this would be a mistake, because removing or changing a car at a station takes up time.

Set up a route, have cars removed at one of the stops and watch what happens at the station. The train must sit while cars are removed or changed. This time can be shortened by upgrading to Station or Terminal, but it's still time spent not traveling. Trains that don't change cars, by contrast, turn around instantly and begin their next leg. Thus, you're always better off keeping the same cars on a train at every stop, even if that means dragging around some empty cars for part of the trip.

As an example, assume you want to ship three cars of people from Baltimore to Washington DC and back. Click on Baltimore and add three passenger cars. Next, click on Washington; the three passenger cars are automatically added. There. You've set up a simple and efficient route.

What if you notice that Washington supplies food and Baltimore demands food? Instead of running two routes between the cities, you could add two cars of food to the train for its return trip. When the train arrives in Baltimore, it offloads and is paid for the passenger cars and the food cars.



Now, the station in Baltimore must take the time to remove those two food cars before the train can haul the next two cars of passengers to Washington. When the train turns around in Washington, the food cars must be put back on the train for the trip to Baltimore. What a waste of time!

It may be counterintuitive, but it's a far better idea to edit the initial Baltimore to Washington leg of the trip to include two empty food cars (which you can do if an incoming train is already slated to bring them). The time added by the extra weight of two empty cars is far less than the time needed to remove and add them at each stop.

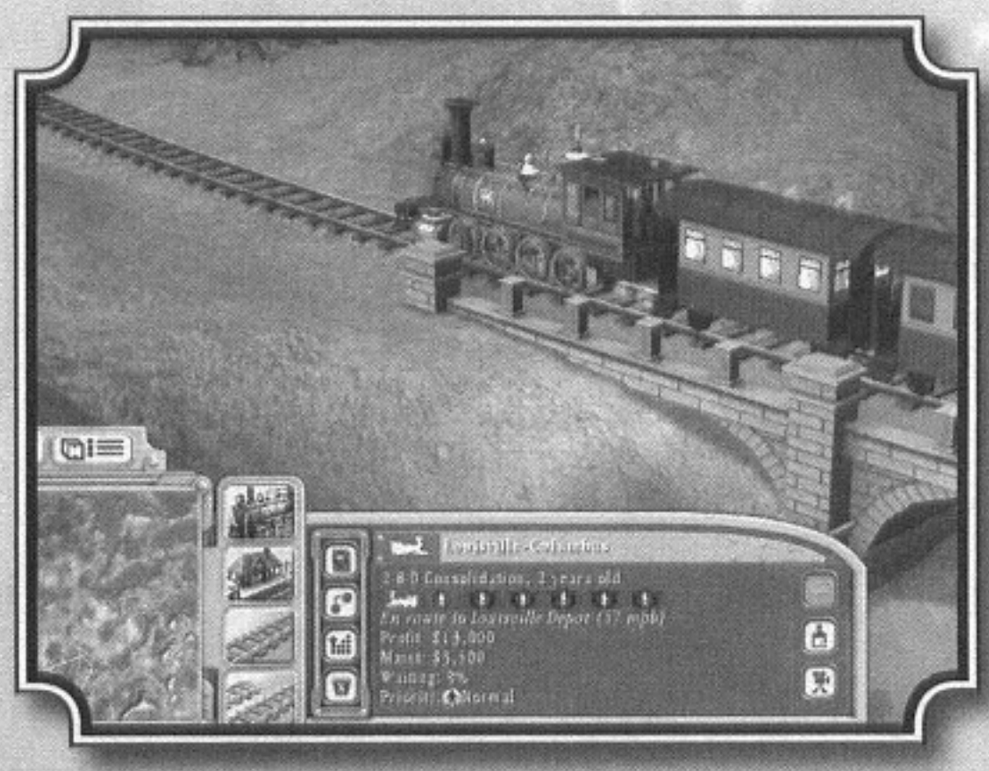
STAY ON TRACK!

The urge to have trains constantly fully loaded and circuiting to several stops is a strong and natural one, but it's usually a doomed strategy in *Sid Meier's Railroads!*. Victory lays in short, fast routes between no more than two or three in-line stops. Given that your recurring expenses are a function of time, speed is far more important than economy of movement. Once you get good at routing, you can add complexity by dragging multiple kinds of goods on your two-stop routes or by creating routes that follow a chain of production (i.e. coal in city A to city B, steel from city B to city C, and automobiles from city C to city A).

Partial Loads

While pulling a necessary empty car isn't really a waste of time or effort, partial loads are evidence of a wasteful route.

Industries produce goods at a fixed rate based on their size. Take too many carloads too quickly and the industry won't have enough goods on hand when your train returns. A partially filled car is a waste of maintenance costs.



See the black circles around the cars in the train info box and the dark windows in the cars? This means the supplier of this train's passengers is depleted and you're running empty or partially loaded cars.

STAY ON TRACK!

Remember, industries grow based on how many shipments are drawn from them. Keep an eye on the news headlines and the industry itself to know when it's grown enough to supply more quickly. After an upgrade, you may be able to increase your number of cars or upgrade to a faster engine.

When planning a route, consider four elements.

Industry Size

Industries, like cities, have a size and this size dictates how quickly it can produce goods and how many it can have on hand. The higher the supply number you see over an industry (and how physically large it is) the more cars you can load and the faster an engine can reload without depleting the industry.

Distance

The closer an industry is to its customer, the less time it has to produce its goods between pickups. When the distance is short, use slower engines and/or fewer cars.

Speed

The faster a train travels between a supplier and a receiver, the more often it draws from the supply. If a route is moving so fast that it's depleting an industry's supply, downgrade to a slower engine. This cuts down on wasted trips and lowers the route's maintenance costs.

Number of Cars

The number of cars on a train impacts both the speed of the train and how quickly the industry is depleted. It may be tempting to load as many cars as possible per trip, but it's self-defeating if it fails to leave the industry enough time to refill before the next pickup. Keep the number of cars balanced with an industry's supply; if the number of cars means too fast a route (which also depletes the industry) consider downgrading to a slower engine.

You can also avoid wasted trips by checking a route's "Wait Until Full" checkbox. This option means the engine will not leave a stop until its cars are full. Whether to do this can be measured in the route's profitability. Waiting means a higher ratio of maintenance cost to income; if this drives the route's profit too low or into the negative, you'd be better off scrapping the route.

Depletion Strategy

Often, an industry may be depleted because more than one player is drawing from it. If this happens, you have several options:

1. Increase your own pull on the industry. The low profitability may hurt, but the poaching rival will feel it too.
2. Buy the industry and scrap your train. If possible, turn your rival's use of an industry to your advantage by purchasing it. Now, you get a piece of the action while not wasting a route drawing off an empty pool.
3. If the good being poached is part of a supply chain (i.e. steel) for which you delivered the first part (coal) and on which you depend for a different route (i.e. arms or cars), it's often best to cut off your proverbial nose to spite your face. Better that than giving a rival free steel. Instead, reroute the supply chain, if possible, or scrap the route and reassess your strategy.

Speed

Another critical element in route planning is speed. When you plan a route, you're shown the speed of the engine with the selected cars. More information on engines is provided in a later chapter of this guide.

The faster and more powerful an engine, the more cars it can pull at or near its top speed. It's very nice to be able to pull large qualities in a single trip, but speed can be counterproductive if the train moves so fast, the industry can't replenish before it returns.

STAY ON TRACK!

As a rule of thumb, routes should never run at less than 40 mph, unless the supplying industry would be depleted by a route of that speed. If, however, the run is short, you can get away with underpowered engines at lower speeds.

Slower trains are cheaper to purchase and maintain, so a short run is more profitable and more in balance with a small supplier if you run it with an "outdated" train.

If a run from industry to consumer is short or the industry is too small to produce large quantities, use slower engine. Because they cost less and carry lower maintenance costs slower engines are better bargains. Faster engines on such runs will either deplete industries too quickly or simply waste their considerable power on a run best suited for a perfectly capable Norris.

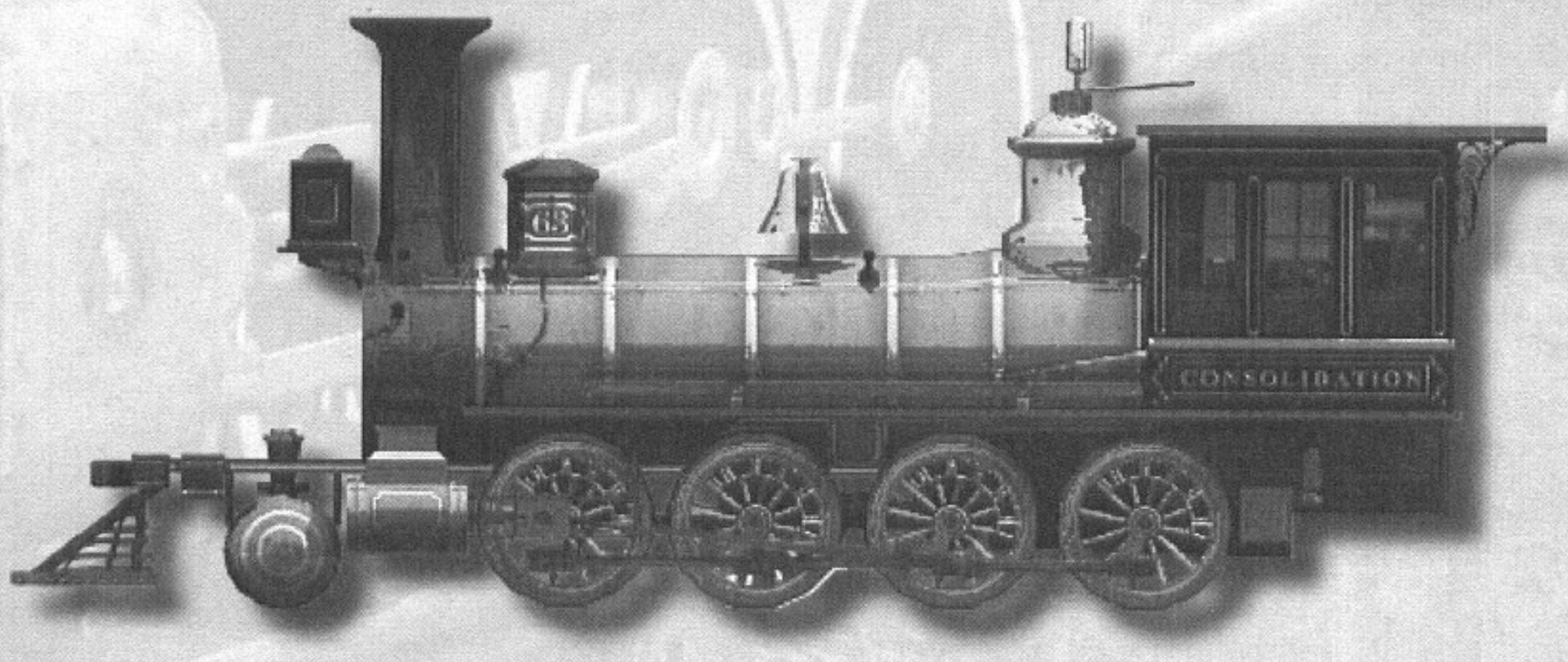
Distance

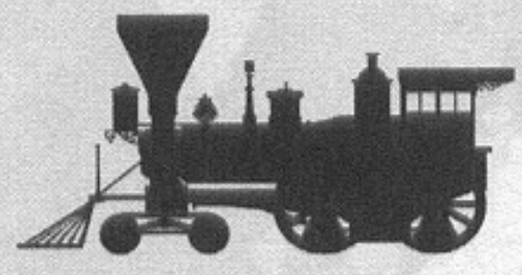
Distance is also a factor in planning a route. The shorter the route, the lower powered engine you can efficiently use. Consider the amount an industry can supply and use the lowest powered engine that can take a large quantity of goods, run at an acceptable speed, and leave the industry sufficient time to replenish before the next load. If your supplying industries are showing "0" when the trains return or you spy trains leaving with empty cars, something in the route is out of balance.

STAY ON TRACK!

Even if a route is running at a deficit because supply can't keep pace with demand, it's sometimes a good idea to keep the route running. The more carloads you take from an industry, the faster it grows and becomes able to produce more goods more quickly. If, on the other hand, you stop picking up for an industry, it remains its current size.

If reducing the number of cars doesn't solve the problem or doesn't produce enough income to make the route profitable, consider scrapping the route or at least activating the Wait Unit Full option.





RAILROAD ECONOMICS

The bulk of *Sid Meier's Railroads!* is not about trains per se, but trains as tools for the accumulation of gigantic fortunes. To crack the nut of fame and fortune, you must know exactly what forces are at play in your economic life and how they can be anticipated, ridden, or even manipulated to provide a leg up on the competition.

Supply and Demand

The economies of *Sid Meier's Railroads!* are based on a simple but elegant system of supply-and-demand.

Every location on a given map can either supply something or demand something. You can only pick up a type of goods from a location that supplies it and you can only deliver it to one that demands it.

Click on a city to see what it supplies and in what quantity. The icons that appear indicate direction of and distance to cities that can fulfill its non-industry demands.

Click instead on an industry within a city and any cities that demand the industry's product are indicated both on the minimap and with icon pointers. If an industry both demands a raw material and makes a product, pointers also show the way to sources of its raw material.

Supplies are goods the entity offers for railroad pickup. The amount of each kind of supplied good and the speed at which it's produced depend on the size of the entity producing it. The bigger an entity, the more and more quickly it can produce goods for pickup.

Demands are goods for which an entity will pay market price to any railroad that delivers them. Unlike supply, demand is infinite; any entity will pay for how ever much of a good you can deliver.

Your task is to deliver things cities demand at the highest possible profit. Knowing how to do this requires a bit of familiarity with the ways various economic entities generate their demands and supplies.

ECONOMIC ENTITIES

There are several economic entities that create both supply and demand.

Cities

STAY ON TRACK!

All manner of municipalities (Villages, Towns, Cities, and Metropolises) are generically referred to as "cities." When discussing the specific city level called "City," the word always appears in upper case.

Population centers come in various sizes: Village, Town, City, Metropolis.

Cities can inherently demand and supply certain goods, regardless of what, if any, industries exist in them. The exact goods a city demands and the amount of passengers and mail it supplies are dictated by both its size and map.

For example, in the Midwest U.S. map, Villages don't inherently either supply or demand anything, not even passengers or mail. Towns inherently demand food, passengers, and mail and supply moderate quantities of passengers and mail. Cities inherently demand passengers, mail, food, and manufactured goods and supply larger loads of passengers and mail. Metropolises are identical to cities but also demand automobiles.

This city doesn't want food, wind, gold, and manufactured goods because of its industries, but simply because it's a Metropolis on the Southwestern U.S. map.

STAY ON TRACK!

As outlined in a later chapter, cities grow as their demanded goods are delivered to it and their supplied goods are exported to other cities. The more goods a city receives and sends, the faster it grows. Goods demanded by a city's industries grow both the industry, and the city.

Cities on different maps will have slightly different inherent demands. Metropolises in the Southwest U.S. for example demand gold instead of cars and British Metropolises demand arms. German cities demand food, manufactured goods, and beer.

In-City Industries

Each kind of city contains one-to-three lots on which in-city industries can be built. The number of lots each kind can use and how many will be filled at game start are also controlled by the city's size:

MUNICIPALITY SIZE	AVAILABLE LOTS	FILLED LOTS AT GAME START
Village	1	1
Town	2	1
City	3	1-2
Metropolis	3	1-2

In-city industries (with one exception) generate their own supply and demand(s). For example, a steel mill supplies steel, but demands coal. A Food plant supplies food, but demands livestock, grain, cornmeal, fish, swine, and/or milk (i.e. coal to make steel or grain to make food).

STAY ON TRACK!

Three in-city industries are not conversion points along a supply chain. Power Plants don't produce any exportable goods but they demand oil and/or coal. Thus, power plants are good in-city industries for cities that have the right outlying industries nearby, but no easy-to-reach neighbors to ship to. Hospitals, which use medicine, and Newspapers, which demand paper, work in a similar fashion.

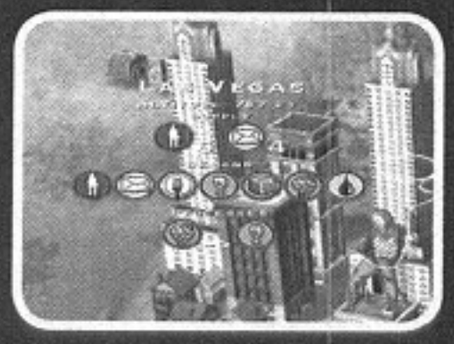
Most in-city industries are production facilities that demand a type (or types) of raw material and convert them into a supply of a finished good.

Whereas passengers and mail supply are dictated by the size of the city, in-city industry supply speed and capacity is controlled by the size of the industry itself. As the industry receives and/or delivers more of its demanded or supplied goods, it grows larger, increasing its ability to produce goods more quickly. Supply speed is also dictated by the rate at which raw materials are delivered to the industry.

STAY ON TRACK!

The larger an in-city industry is, the larger per shipment commission you'll receive if you own it.

When a city has an industry, it may demand goods beyond its inherent needs (passengers, mail, food, etc.) if it requires another kind of good as raw material. These needs are displayed both in the city's demand list and in a special "Processes" line that shows into what the demanded raw materials will be converted. Any goods a city supplies beyond mail and passengers are always a function of its industries.



Outlying Industries

Outlying industries are industries that exist independently of a city. Like in-city industries, they supply goods at a speed proportional to their size and the more goods they ship, the bigger and more productive they'll grow.

STAY ON TRACK!

Outlying industries grow more slowly than in-city industries, requiring more shipments before they enlarge.

Outlying industries exist to ship raw materials to in-city industries for processing.

Beyond this basic function, however, outlying industries are very different from their citified cousins. Outlying industries: Can't be built, Can't be bought or Must be served by their own annex.

- **CAN'T BE BUILT.**
  They're placed randomly when a game begins, so there's no guarantee any outlying industry will be in a particularly convenient spot for one of your cities.
- **CAN'T BE BOUGHT.**
  You can't purchase an outlying industry. So, you can't use them as an external source of income nor count them among your assets.
- **MUST BE SERVED BY THEIR OWN ANNEX.**
  An annex is a specialized station that must be built before an outlying industry can ship goods.

Good Market Prices

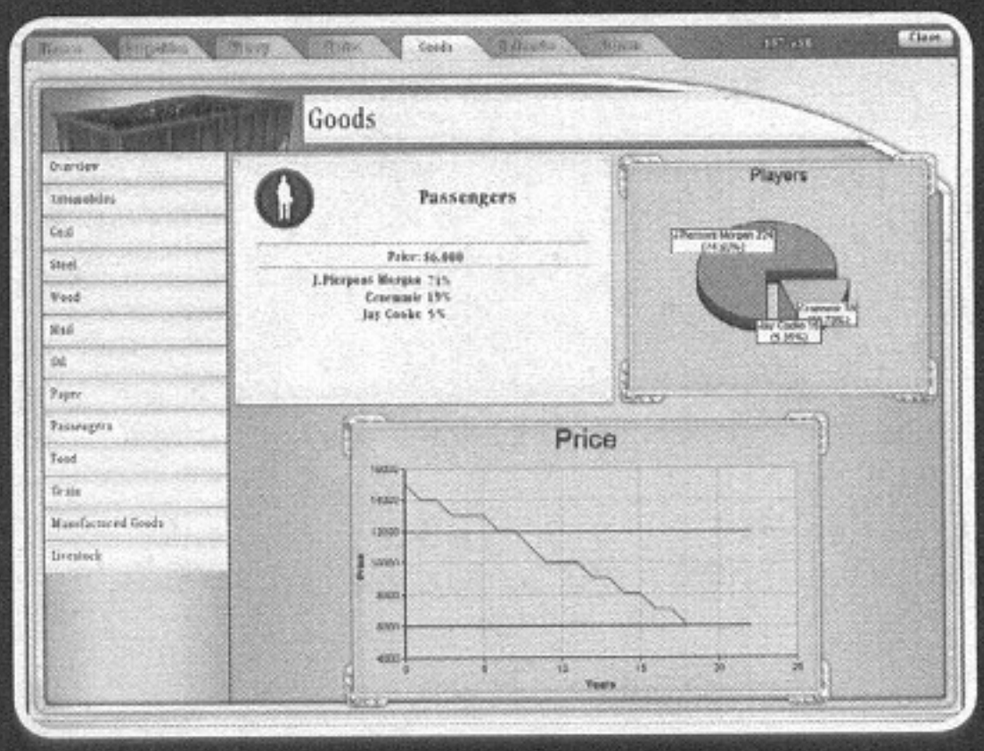
Generally, each good is assigned a going market price. It largely maintains this price over the course of time with some variations. More dramatic changes occur when random events drive these prices up or down. See "Events" for details on these events and their precise impacts.

Beyond the customary ebb and flow of market price and the jarring temporary shifts of random events, two groups of goods have a special rules for their pricing that extend beyond market forces.

When railroads were young, passenger and mail were their primary business but, as time went on, revenues from these sources diminished. So too in *Sid Meier's Railroads!,* the market prices of passengers and mail decline steadily over time, leveling out too low to make passenger-only route realistically viable.

STAY ON TRACK!

You can cushion the blow of this inevitable drop in value by upgrading Depots to Stations and Terminals since these upgrades multiply market price for any passenger or mail carloads they receive. You can also boost the price for passengers by winning the Pullman's Palace Car patent.



Once you leave the early railroading heyday, prices for passengers and goods drop precipitously.

All other goods follow the opposite course with baseline prices for all goods except passengers and mail rising steadily after several decades.

Another unique feature of passenger and mail prices is that they're increased by two factors:

DISTANCE

The further a passenger or mail car travels between its departure and arrival, the more each car will be worth on arrival.

TRAVEL TIME

The faster a passenger or mail car travels, the higher the price it will yield when it reaches its destination.

Speed is more important than distance for passenger price bonuses. Conversely, distance boosts the price of a mail shipment more than the time it takes to deliver.

Events

World events outside your control can unexpectedly aid or hamper your efforts. These events are announced via newspaper headline and occur completely at random. Generally, events can affect two things:

Good prices

Stock prices

STAY ON TRACK!

Miss a headline? You can view past headlines by pressing the View Event Log button (hotkey: Q).

EVENT DIRECTORY

AMERICAN BEEF INVASION BEGINS!

SUB-HEADLINE

Increased Yank cattle imports lowering demand, prices of local beef

EFFECT

Price of livestock drops by 20%

AMERICAN POPULATION ON THE RISE

SUB-HEADLINE

Growing families demanding more beef, study shows

EFFECT

Price of livestock increases by 25-70%

AMERICAN POPULATION ON THE RISE

SUB-HEADLINE

Growing families eating more fish, study shows

EFFECT

Price of fish increases by 25-70%

AMERICANS ON THE MOVE, OIL DEMAND SPIKES

SUB-HEADLINE

Exploring the country requires more oil, increases prices

EFFECT

Price of oil increases by 20-70%

AUTOMAKERS HONKING MAD AS PROFITS SAG

SUB-HEADLINE

Trolleys and trains make autos a luxury; prices plummet

EFFECT

Price of automobiles drops by 45%

BAD STEEL STINGS LOCAL STEEL INDUSTRY

SUB-HEADLINE

Shoddy product hurts prices

EFFECT

Price of steel drops by 40%

BLACK GOLD BONANZA! HUGE OIL DISCOVERY

SUB-HEADLINE

Huge oil reserves discovered in Texas, pump prices plummet

EFFECT

Price of oil drops by 20%

BRUSH FIRES INCINERATE LOCAL FORESTS!

SUB-HEADLINE

Timber demand skyrockets as rebuilding commences

EFFECT

Price of wood rises by 30-80%

CHEAP WINE FLOODING THE MARKET

SUB-HEADLINE

Local wine prices plummet in response to frat party varieties

EFFECT

Price of wine drops by 10%

CLAY TABLETS THE HOT NEW ACCESSORY FOR SUMMER

SUB-HEADLINE

Cuneiform is all the rage in Milan; paper prices fall

EFFECT

Price of paper drops by 30%

CLEVER CITIZENS CONCOCT "NOVEMBERFEST" TO KEEP TAPS FLOWING

SUB-HEADLINE

"It's always party time somewhere"

EFFECT

Price of beer increases by 25-50%

COAL POLLUTION GIVES INDUSTRY A BLACK EYE

SUB-HEADLINE

Cities say "no" to dirty coal plants, industry panics

EFFECT

Price of coal drops by 20%

CONTAGIOUS DISEASE OUTBREAK SPURS RECORD DEMAND FOR MEDICINE

SUB-HEADLINE

Pharmaceutical manufacturers struggling to keep pace with demand

EFFECT

Price of medicine increases by 25-50%

COTTON BOOM SPELLS DISASTER FOR WOOL MAKERS

SUB-HEADLINE

Sheep farmers face tepid market as rival fabric updates its image

EFFECT

Price of wool drops by 20%

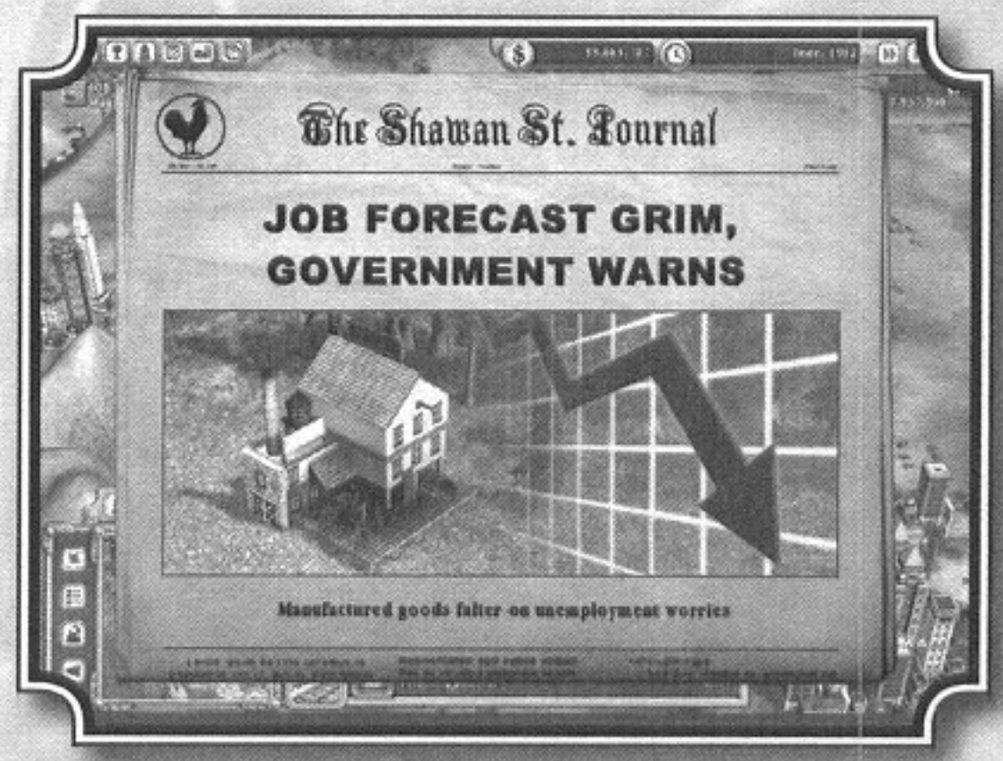
COUNTERFEIT GRAPES TAKE A BITE OUT OF PRICES

SUB-HEADLINE

Have you seen these villains?

EFFECT

Price of grapes drops by 10%



Events are announced by newspaper.

CROP CIRCLES DISCOVERED! CORNMEAL PRICES PLUMMET

SUB-HEADLINE

"I don't want no space man touching my meal!" say local farmers

EFFECT

Price of corn drops by 10%

CROP CIRCLES DISCOVERED! GRAIN PRICES PLUMMET (US)

SUB-HEADLINE

"I don't want no space man touching my meal!" say local farmers

EFFECT

Price of grain drops by 10%

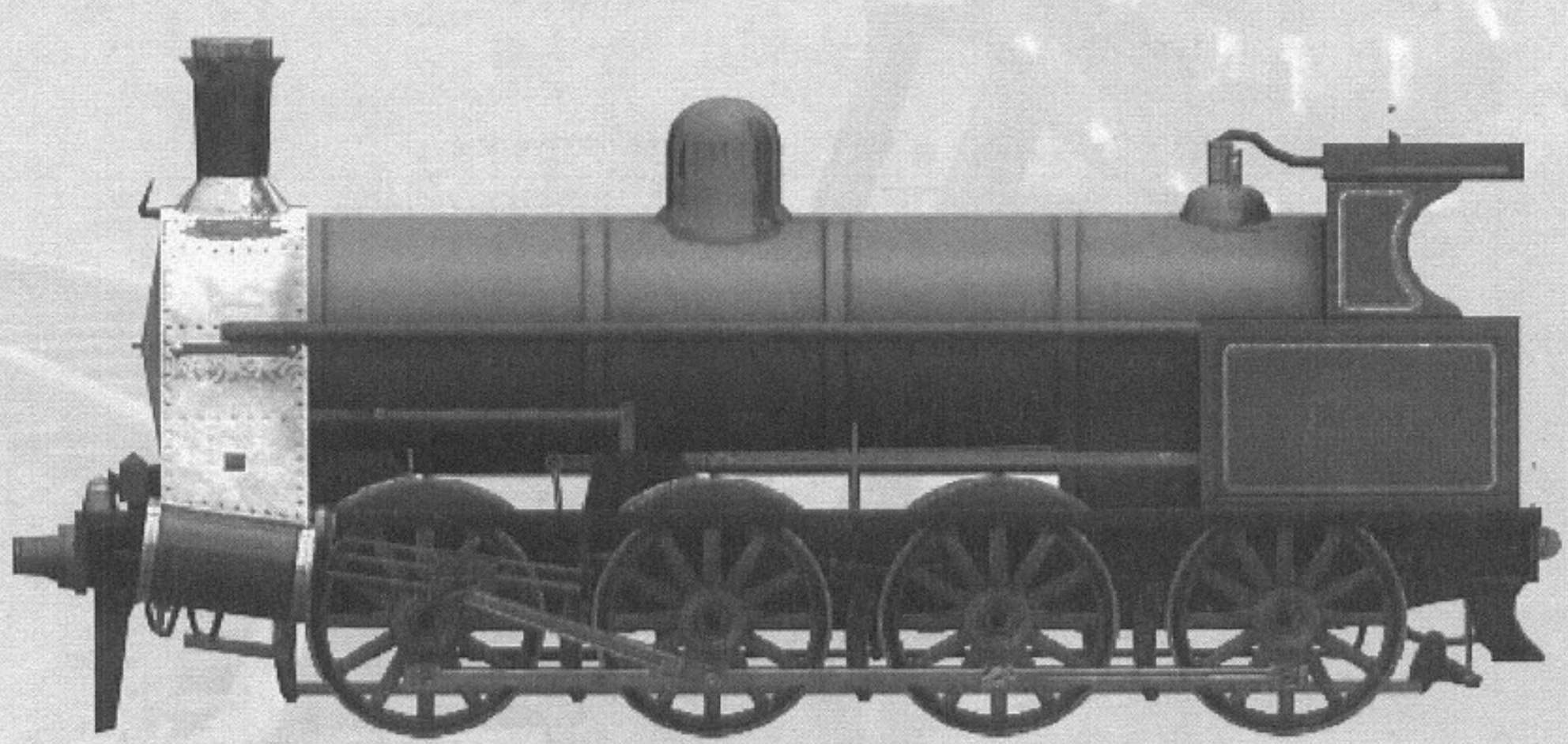
CROP CIRCLES DISCOVERED! GRAIN PRICES PLUMMET (Europe)

SUB-HEADLINE

Strange symbols scare sensitive populace, tabloids set sales records

EFFECT

Price of grain drops by 10%



CRYING OVER SPILLED MILK! BOVINE BLUES BURY MILK MARKET

SUB-HEADLINE

Concerns over sick dairy cows flattening milk sales

EFFECT

Price of milk drops by 20%

EUROPEAN VACATIONERS INVADE!

SUB-HEADLINE

Tourists take in sites as moguls rake in profits from passengers

EFFECT

Price of passengers increased by 50-100%

FANCY FURNITURE FAILS TO IMPRESS; LOCALS VOTE WITH THEIR WALLETS

SUB-HEADLINE

Manufactured goods falter on unemployment worries

EFFECT

Price of furniture drop by 40%

FASHION WORLD SHUDDERS AT HOMEMADE CLOTHING FAD

SUB-HEADLINE

Textile demand falters as households crochet themselves new duds

EFFECT

Price of textiles drops by 30%

FERTILIZER INNOVATIONS SHRINK LOCAL DEMAND FOR NITRATES

SUB-HEADLINE

Nitrate prices fall as farmers improve techniques, see bigger crop yields

EFFECT

Price of nitrates drops by 10%

FISH KILL FRIGHTENS FAMILIES

SUB-HEADLINE

Reports of dead fish on beaches sends demand plummeting

EFFECT

Price of fish drops by 20%

FURNITURE FRENZY SPREADS ACROSS THE REGION

SUB-HEADLINE

Demand for dapper decor drives up manufactured goods futures

EFFECT

Price of furniture rises by 10-20%

GASOLINE PRICES PUNISHING AMERICAN CONSUMERS

SUB-HEADLINE

Automobile sales plummet as more families ride bicycles.

EFFECT

Price of automobiles drops by 45%

GIGANTIC LOOMS GROW CONSUMER CONFIDENCE

SUB-HEADLINE

Wool prices rise on the promise of new prestigious technology

EFFECT

Price of wool increases by 25-70%

GOT A SWEET TOOTH? JOIN THE CLUB!

SUB-HEADLINE

Grape prices jump as folks embrace fruit

EFFECT

Price of grapes increased by 50-100%

GOVERNMENT PASSES UNIVERSAL HEALTHCARE POLICY

SUB-HEADLINE

Pharmaceutical industry concerned as medicine prices dip sharply

EFFECT

Price of medicine drops by 30%

HEFTY HEIFERS FEED HUNGRY HORDE

SUB-HEADLINE

Larger than average cattle this season mean higher demand

EFFECT

Price of livestock increases by 25-70%

HUGE LOCAL LIBRARY EXPANSION

SUB-HEADLINE

Parchment pushers drive paper prices higher

EFFECT

Price of paper increases by 25-50%

HUNGRY HARES RAVAGE GRAINFIELDS

SUB-HEADLINE

Rare rabbits wreaking havok on grain crop; prices soar on supply woes

EFFECT

Price of grain increases by 30-80%

ICIOUS COLD SNAP STRIKES REGION!

SUB-HEADLINE

Coal prices heat up due to increased demand

EFFECT

Price of coal increases by 20-70%

ICTHYO-SICKNESS! POLLUTION POISONING LOCAL FISH

SUB-HEADLINE

Fish demand takes a dive as finned food flops ashore

EFFECT

Price of fish drops by 20%

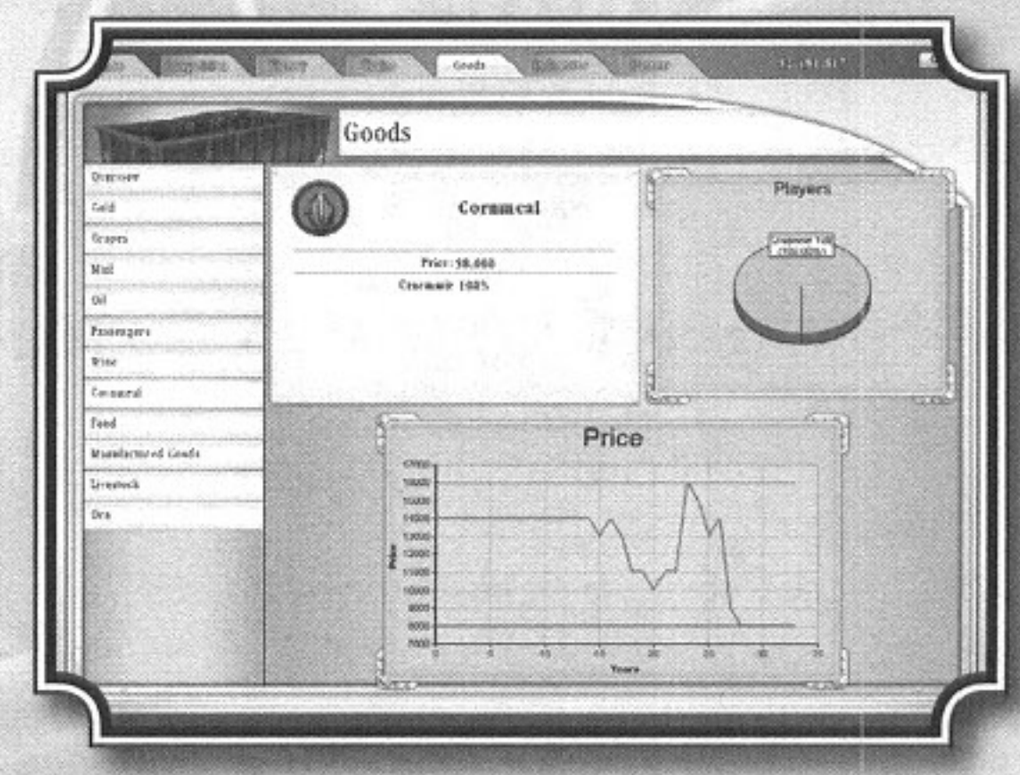
JAPANESE STEEL FLOODING U.S. INDUSTRIAL MARKETS

SUB-HEADLINE

U.S. Steelmakers cry foul at cheaper, better steel

EFFECT

Price of steel drops by 40%



The effect of an event on a good's price can be quite dramatic.

JOB FORECAST GRIM, GOVERNMENT WARNS

SUB-HEADLINE

Manufactured goods falter on unemployment worries

EFFECT

Price of manufactured goods drop by 40%

MODERNIST ARCHITECTURE TAKES HOLD IN CITY CENTERS

SUB-HEADLINE

Timber industry reports losses as trendy new building materials take spotlight

EFFECT

Price of wood declines by 10%

NEW FISHING EQUIPMENT NETS HIGH PRICES FOR FISHMONGERS

SUB-HEADLINE

"Easier than shooting fish in a barrel", says local fisherman.

EFFECT

Price of fish increases by 25-70%

NEW NAVIES MAKE MORE STEEL A NECESSITY

SUB-HEADLINE

Ship production drives up steel prices

EFFECT

Price of steel increases by 10-30%

NEW TECHNOLOGY MAKES FARMING A CAKEWALK

SUB-HEADLINE

Grain prices on the rise

EFFECT

Price of grain increases by 30-80%

NEW TECHNOLOGY MAKES FARMING A CAKEWALK

SUB-HEADLINE

Cornmeal prices on the rise

EFFECT

Price of cornmeal increases by 30-80%

NEWSPAPER READERSHIP QUADRUPLES

SUB-HEADLINE

"Thanks for reading this drivel," quips editor

EFFECT

Price of paper increases by 25-50%

PALTRY PORK PRODUCTION LEAVES CITIZENS PANICKED

SUB-HEADLINE

Swine prices rising in response to unexpected supply problem

EFFECT

Price of swine increases by 25-70%

PAPER RATIONING PROTECTS PRICES

SUB-HEADLINE

Intervention keeps prices from falling after crushing wood blight

EFFECT

Price of paper drops by 30%

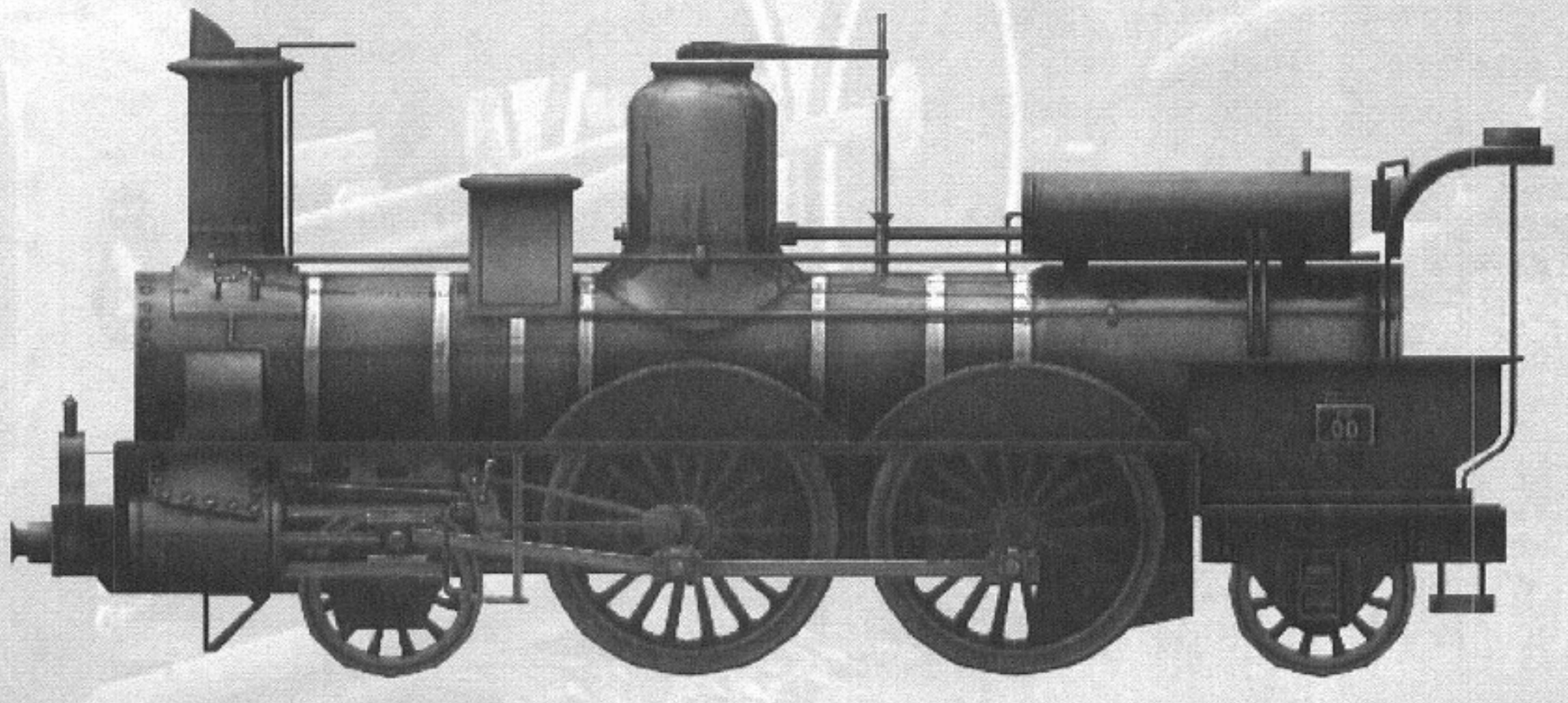
PASTEURIZATION PROCESS PERFECTED! MAKES MILK SAFER FOR DRINKING

SUB-HEADLINE

Milk demand jumps as mothers everywhere breathe a sigh of relief

EFFECT

Price of milk increases by 25-70%



PIRATES PLAGUE COAL SHIPPERS

SUB-HEADLINE

Demand for domestic production heats up

EFFECT

Price of coal increases by 20-70%

POOR QUALITY COAL PLAGUES LOCAL COLLIERIES

SUB-HEADLINE

Less burn for the buck means lower pricing

EFFECT

Price of coal drops by 20%

"READ MY LIPS," SAYS PREZ, PROMISES TAX CUTS

SUB-HEADLINE

Extra cash drives up demand for manufactured goods

EFFECT

Price of manufactured goods rises by 10-20%

SKYSCRAPERS REDEFINE MODERN CITYSCAPE

SUB-HEADLINE

Price of steel soars sky high

EFFECT

Price of steel increases by 10-30%

SLAUGHTERHOUSES UNDER SUSPICION

SUB-HEADLINE

Do you know what your children are eating?

EFFECT

Price of livestock drops by 20%

STOCK EXCHANGE SCANDAL! WORLD MARKETS IN PANIC!

SUB-HEADLINE

Chairman admits to embezzlement

EFFECT

Price of all stocks drops by 27-33%

STAY ON TRACK!

Global drops in stock prices are great chances to buy up your own stock or that of other players. Beware, however, that everyone else will be thinking the same thing.

STOCK MARKETS BOOMING! INVESTORS OPTIMISTIC

HEADLINE

Unemployment figures drop significantly

EFFECT

Price of all stocks rise by 10-20%

STOCKS TAKE A DIVE! BEAR MARKET BLAMED

HEADLINE

Government warns of economic downturn

EFFECT

Price of all stocks drop by 10-20%

TOOTHPICK TRAGEDY TRIGGERS LUMBER LOSS

SUB-HEADLINE

Man loses eye to toothpick, calls for wood boycott

EFFECT

Price of wood declines by 10%

STRONG STORMS SMASH CHEMICAL PLANTS!

SUB-HEADLINE

Nitrate demand climbs as local chemical producers scramble to find new sources

EFFECT

Price of nitrates rises by 30-80%

STUDY LINKS BEER DRINKING, BRUTISH BEHAVIOR

SUB-HEADLINE

Bad PR for brewmakers leads to lowered demand, flat prices

EFFECT

Price of beer drops by 30%

SWARMS OF PSYCHO PIGGIES FLOODING THE RHINE!

SUB-HEADLINE

Crazed swine escapade shakes public demand, prices fall

EFFECT

Price of swine drops by 20%

TEXTILES SOAR ON REDISCOVERED PASSION FOR FASHION

SUB-HEADLINE

Textile futures rise as boring fashions head out

EFFECT

Price of paper increases by 25-50%

U.S. EXPANDS BY LEAPS AND BOUNDS

SUB-HEADLINE

Letter volume increases as new territories annexed

EFFECT

Mail supply at all cities increased by 50-100%

"WE LOVE THE PRIME MINISTER DAY" CELEBRATED

SUB-HEADLINE

Mail demand increased as love letters flow towards capital

EFFECT

Price of mail increased by 100%

WEAPON MAKERS REPORT STEEP EARNINGS DROP

SUB-HEADLINE

End of the trigger-happy days?

EFFECT

Price of arms drops by 45%

WESTERN GOLD RUSH FUELS PASSENGER TRAVEL

HEADLINE

Brisk demand for passenger transport

EFFECT

Passenger supply for all cities increased by 50-100%

WINE STORES RUN LOW, ARMY CALLED OUT

HEADLINE

Wine prices skyrocket

EFFECT

Price of wine increased by 50-100%

OTHER WAYS TO MAKE MONEY

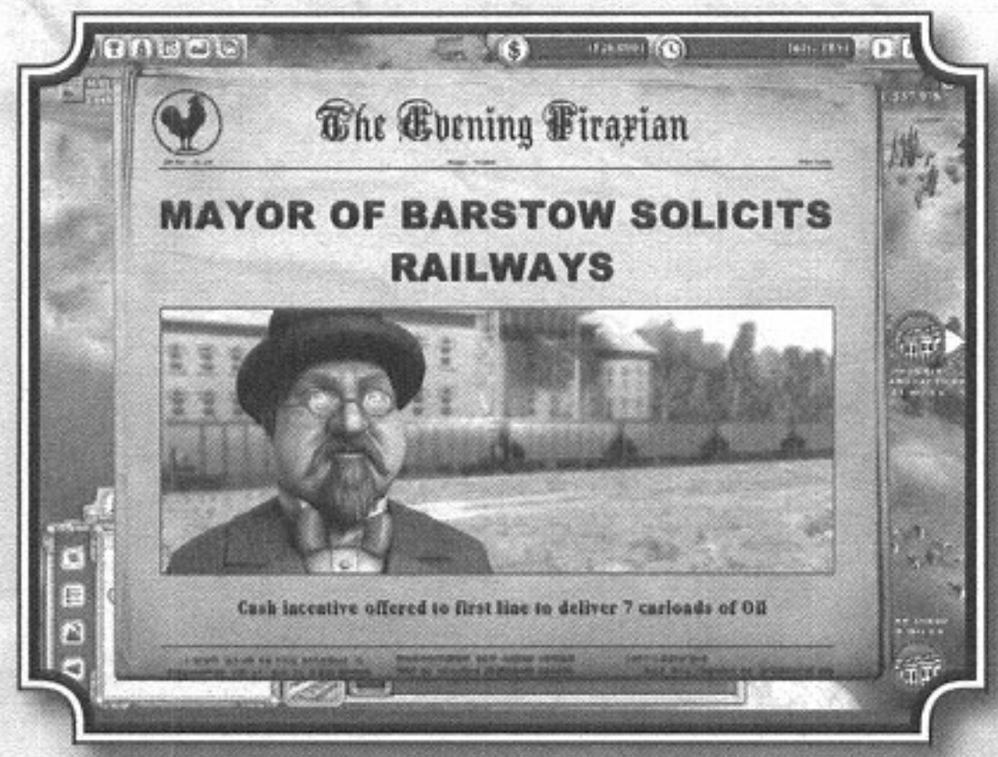
Though your bread-and-butter is the delivery of goods, success In *Sid Meier's Railroads!* all but requires that you cultivate several sources of income. Your company and also build wealth several other ways:

OWNING RIVALS' STOCK

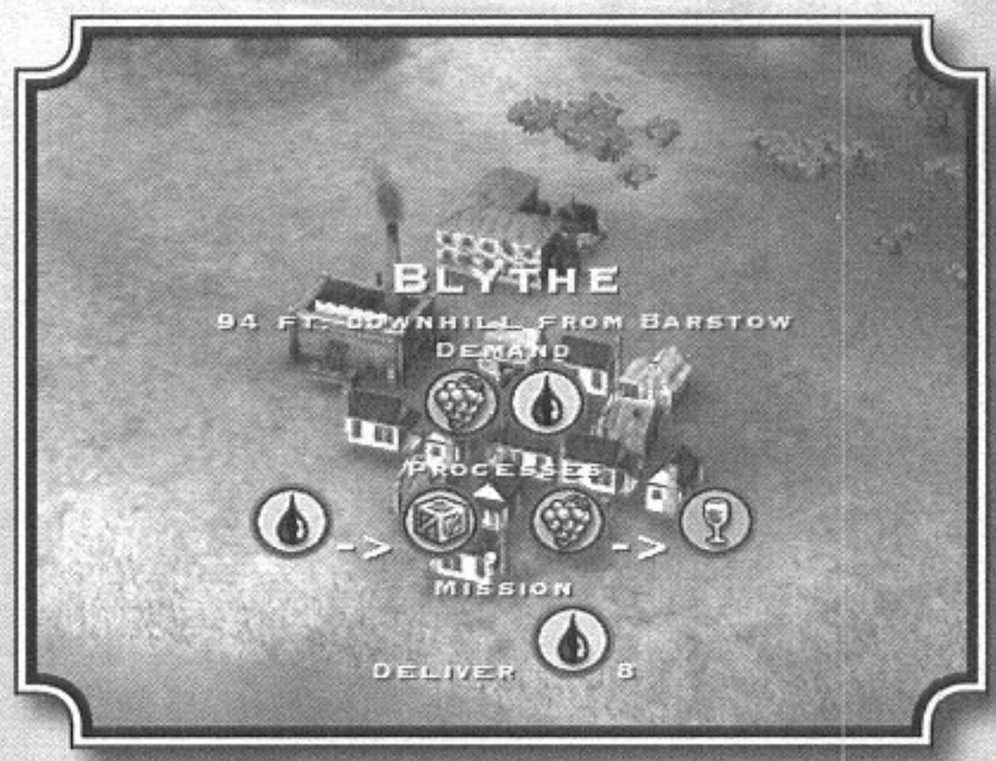
Owning stock in another company allows you to increase your net worth when your rival is doing well.

MISSIONS

Periodically and at random, mayors of various Villages, Towns, Cities, and Metropolises announce challenges to the competing railroads. For example, the mayor of Easton may try to entice the railways to his little burg by offering a reward for to the first railroad that brings in, for example, 10 cars of wood. The first railroad to fulfill the challenge gets a monetary reward, a temporary boost to their stock price, and a prestige point.


The Evening Firaxian
MAYOR OF BARSTOW SOLICITS RAILWAYS
Cash incentive offered to first line to deliver 7 carloads of Oil

Mayors of smaller, railroad-less cities will occasionally throw down the gauntlet, challenging you to connect them to your network and bring them a good they require. The rewards add to your wealth and final scenario score.



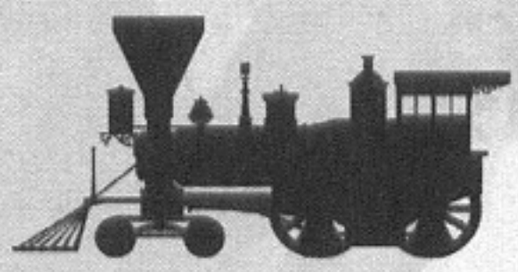
Cities with unmet challenges will show an extra line indicating what they need and in what amount before they'll award their prize.

OWNING INDUSTRIES

Owning an in-city industry earns you a commission on every carload of goods received by that industry. The larger the industry has grown, the larger the percentage you get for every delivery.

SPEED RECORDS

Setting speed records also earns a financial reward, temporarily increased stock price, and Prestige points towards your final score. To snag a speed record, make a very long, straight track and route the fastest engine you can buy with only one Mail car attached.



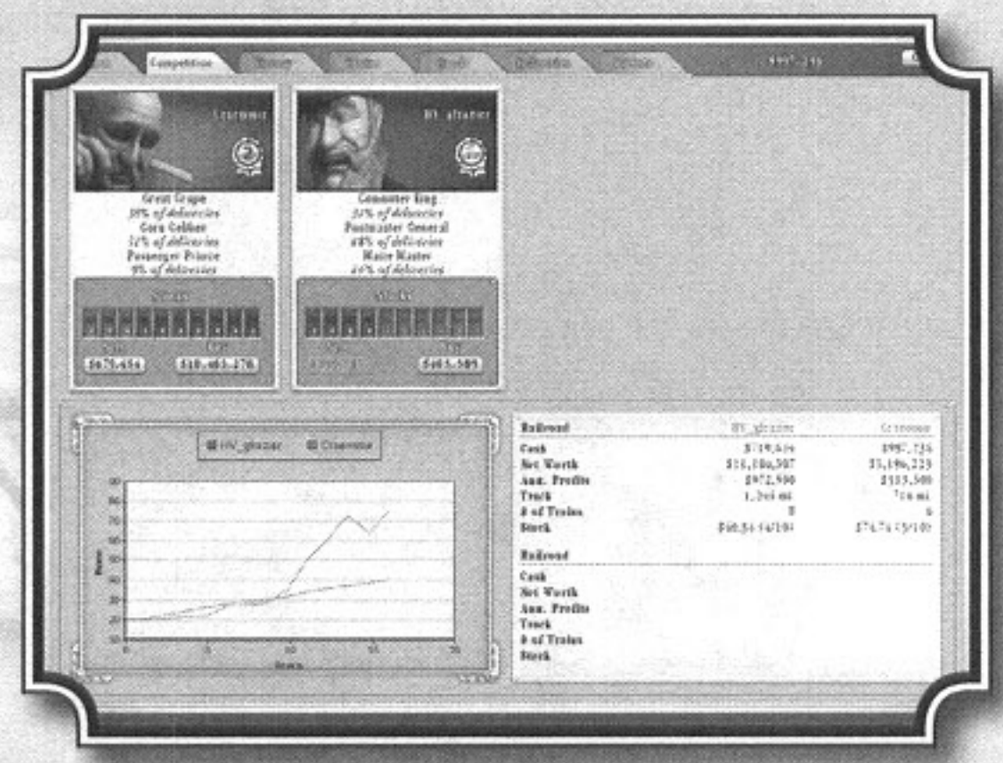
PLAYING THE STOCK MARKET

Railroads, even those in *Sid Meier's Railroads!*, are publicly traded companies, meaning your hold on ownership is only as strong as the company's performance under your command. A weak company with a low stock price is an easy target for competitors with excess cash on hand. If you're bought out by a rival, you lose the game.

Conversely, one of the marks of success is the buying out of one or more of your competitors. Buyouts are a goal in many scenarios and are the only goal in multiplayer games.

Understanding the workings of the stock market in *Sid Meier's Railroads!* is the first critical step in mastering it and playing it to your advantage.

Stock Market 101



The current and historical price of all stocks and other critical financial data is shown on the Competition screen. This is also one of two places you can purchase your own or your rivals' stock.

Every company issues ten shares of stock and, at the start of the game, owns either four or five of its own shares (depending on your selected difficulty level).

Shares represent three things: Net Worth, Control, and Potential Cash.

Net Worth

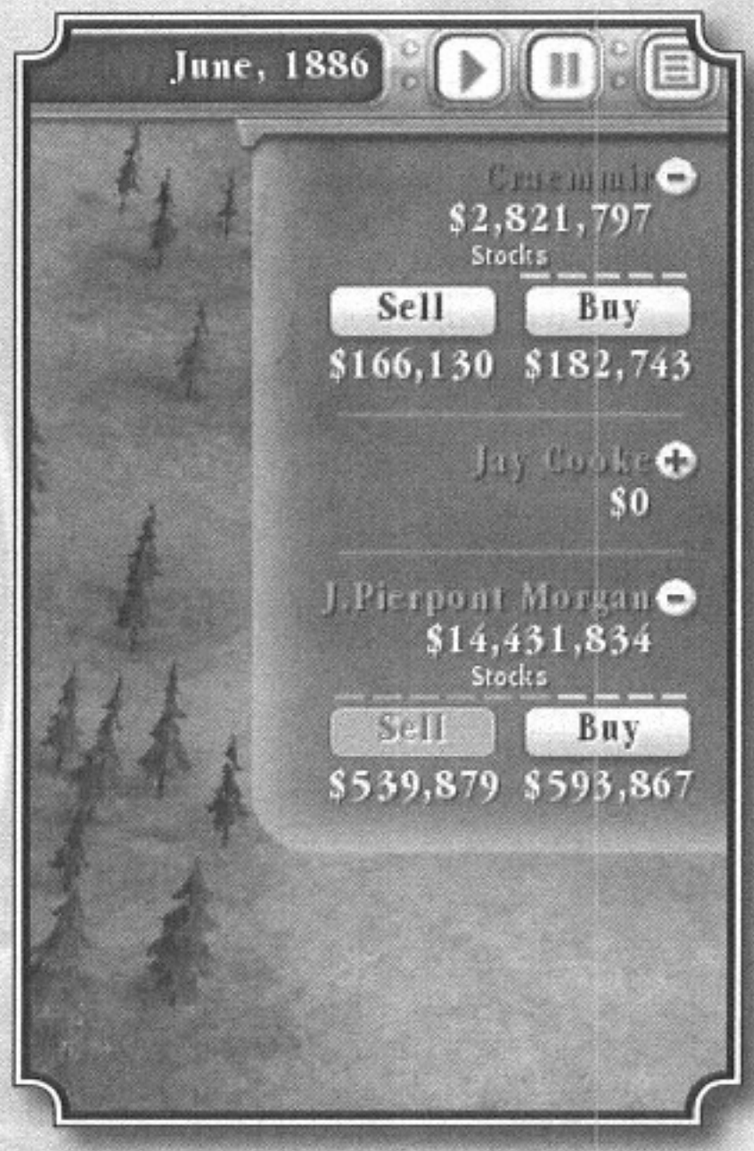
Stock you own (yours or anyone else's) is a component of your company's net worth. The more you have and the more valuable it is (compared to the price you paid for it), the greater your net worth.

Control

The more of your own stock you own, the more cash it takes a rival to buy out your ownership. Owning it yourself provides the greatest control since you can decide if and when any shares will be released to the market.

Potential Cash

If you're running low on cash, you can sell your shares to raise money. The cost of this conversion, however, is relinquishing control of your future and the chance that requiring the stock will cost far more than you earned on the sale.



Stock price, number of stocks owned, current buy and sell prices, and the controls to buy stocks are also accessible from the main game screen by clicking on the plus sign next to a player's net worth.

Shares of stock can exist in three states: Owned by you, Owned by others, Available.

Owned by you

Rivals can only be sold by you or bought as a group (how ever many you own) at once in a full buyout. Stocks can't be bought individually by another railroad.

Owned by others

You can reclaim owned shares in your company in two ways. "Buy Out" your own stock to reclaim all stock from opponents or buy out the competitors who own your stock.

Available

When you begin, each railroad has five or six (depending on difficulty level) shares available for public purchase. Companies can purchase their own or any other company's publicly available shares for the company's current stock price.

Once all your company's stocks are owned (by you or by you any number of rivals) only two possible stock transactions remain. You sell any of your current shares for their current market price, converting them into cash or a rival can buy your entire company for the full buyout price.

Stock Prices

Your initial stock price is based on a company's net worth.

In single player games, every player starts with the same cash, assets, and net worth, so they all have the same stock price: $200,000. Once things get rolling, these values will change quickly

STAY ON TRACK!

The start of a game is a good time to snap up a share of a foe's stock since it'll likely be the cheapest you'll see it for a while. The price for this bold move, however, is a severely hampered cash flow when your rivals are probably quickly branching out to begin their networks. This move can pay off but it requires skill and knowing your enemies.

In the beginning, all are equal, but not for long.

In multiplayer games, players can compete at various difficulty levels, meaning they have different amounts of cash and numbers of shares. Thus, stock prices in multiplayer games can differ from player-to-player.

Stocks and Aggressiveness

Every computer-controlled baron is assigned an aggression level. Aggressiveness level dictates how often he buys stock and how willing he is to sell it. Knowing your rivals' Aggressiveness levels can tell you how loose you can be with your own stock. If the competition is on the passive side, you can risk selling your stock for cash, safe in the assumption that no one's going to scoop it up while it's cheap.

Since railroad stocks are such volatile commodities, it's always a buyer's market. Thus, the price for which you can sell your stocks will always be less (about -9%) than its current buy price.

Stock Price Changes

The primary force behind changes in your company's stock is its profitability. The amount of a company's income and expenses at the end of each month dictate the next month's change in the stock price. The monthly change in stock price happens gradually over the course of the month. If a 5% change is called for, the full 5% won't be added until the end of the next month.

No matter how big a month's profit or loss, stock price can never change by more than 10% (plus or minus) in the next month. Other forces (described under the header of the same name) may pile atop the profit/loss-driven change to make the cumulative change more than 10%, but profit/loss can never itself cause greater than a 10% change.

STOCK PURCHASES

Every transaction in a company's stock immediately alters the market price of the stock, making it impossible to consecutively purchase two shares for the same price. The fewer shares are available on the open market, the more dramatic this effect becomes.

STAY ON TRACK!

Once 50% or less of a company's stock is available, the rise with each share purchased increases by 25%.

CHANGES TO STOCK PRICE WITH EACH STOCK PURCHASE	
Shares Currently Owned	**Immediate Rise in Stock Price from Purchase of One Share**
0	7.5%
1	1.5%
2	2.3%
3	3%
4	3.8%
5	6%
6	7%
7	8%
8	9%
9	10%

OTHER FORCES

Several forces beyond income and expenses have temporary effects on stock prices.

STAY ON TRACK!

If you know one of these events is about to happen, it behooves you to buy your own shares just before or sell your own shares immediately after the change. Likewise, if you are sure a rival is about to, for example, win an auction, buy his or her stock before the auction ends to get in while the getting's good or sell immediately after to take advantage of his or her good fortune.

Auctions (+2%)

Winning an auction for either a patent or an in-city industry causes a rise in a company's stock.

Mayor Missions (+3%)

If you fulfill a city mayor's challenge, you'll get a temporary boost to your stock price along with a cash reward and a Prestige point.

Speed Records (+3%)

Every time one of your engines sets a new speed record, you get a temporary boost to your stock price along with a cash prize and a Prestige point.

Stock Market Events

Just as events can raise or lower the price of goods, certain events temporarily alter every company's stock price simultaneously. When one of these Stock Market events happens, all companies' stock will either rise by up to 10-20% or fall by either 10-20% or 27-33% (there are two negative stock events, one worse than the other). See the chapter on economics for full details on events.

Buyouts

A company can be bought out by a competitor if the rival has enough cash to pay the company's buyout price. Buyout price is twice the current market value of all shares the buyer doesn't yet own.

If you're the victim of a buyout, your game is over. In solo play, your resulting zero net worth guarantees a bottom rung retirement rank.

On the other hand, if it's you doing the buying out, that's a different story. When you buy out a rival, you must first decide whether you want to sell off all the rival's assets or assume control of them as your own. The former adds to your net worth in the form of cash and the latter as new assets for your railroading empire. Buyouts also score big for your retirement score, adding 2 Prestige points.

Here, Morgan owns five shares in another company which are now valued at $518,800 per share. So, he can have the whole company for twice that or $5,187,880. With his $3 million in cash on hand, he can't buy out his competition yet, but it's only a matter of time.

Buy out a foe and the newspapers will take note.

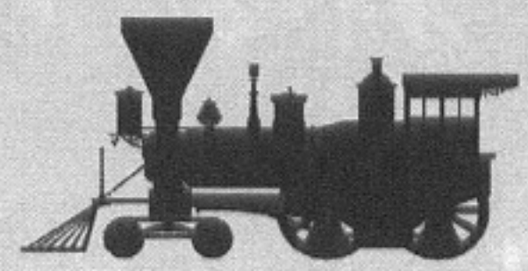
The choice is yours. If the rival's tracks are impeding your expansion, it may be best to liquidate his holdings or take them over and demolish any that prove to be a nuisance.

Players cannot liquidate rivals tracks in Multiplayer after a successful buy out. If they wish to sell the acquired tracks, they must do it manually. This is to prevent a player from earning enough cash from the liquidation to buy-out another player, and so on.

STAY ON TRACK!

One benefit of taking over a rival's rails is that you can have more than one station in a city.

If you take over a rival's assets, all rails are converted to your use, any businesses or patents owned transfer to you, and all trains and routes are added to your Trains panel. It's a good idea to inspect these and weed out any that lose or don't earn sufficient funds, upgrade any old trains, or alter any unprofitable routes.



CITIES, INDUSTRIES, AND GOODS

A smart businessman doesn't just take advantage of the supplies and demands that are already there upon entering a market. Instead, one should act to intensify those supplies and demands by growing the market, and thus the market's home city.

More importantly, with smart investments, a businessman can create new industries, and thus new markets, within each city in a railway network. You can't create new resources, naturally, but you can convince a city to use the resources it already has available, thus lining your pockets.

Cities

If the railways are the arteries of commerce, cities (Villages, Towns, Cities, and Metropolises) are the heart. Well, hearts really; but no need to bog down in the details.

At the beginning of a scenario, cities can be found in one of four forms: Villages, Towns, City, and Metropolis.

VILLAGES

A Village barely qualifies as a spot on the map. It most often hosts a single predetermined industry, and its demands are built exclusively on that industry. If the industry produces goods, the Village also serves as a supply source for that item once it has a source of raw materials.

For example, the Village of Bishop, California, may begin a scenario demanding Lumber because it has a paper mill in town. If you provide it with that Lumber, Bishop becomes a supplier of Paper.

A Village is little more than a few houses surrounding an industry.

STAY ON TRACK!

On some maps, such as the American Northwest, a Village may host two industries.

TOWNS

There are enough people in a Town that some of them are looking to leave it.

A Town is only slightly bigger than a Village. If you've grown up the new Town from a Village, it acquires an empty lot on which you can build a new industry; however, if the Town was a Town when the scenario started, it's as likely to have two industries as it is to have an empty lot.

A Town also begins to demand passengers and mail and supply small amounts of each for delivery to other Towns, Cities, or Metropolises. Depending on the map, it may also demand one or two goods independent of its industry(s).

MAP	PASSENGER SUPPLY MAX	MAIL SUPPLY MAX	INHERENT GOOD(S) DEMANDED
All	4	2	Food

CITY

Cities have more interesting economic possibilities than Towns or Villages. They can have up to three industries within their limits, and will always have at least one empty lot for you to build on. Cities also supply more passengers and mail than a Town can.

More importantly, a City has two extra inherent demands, above and beyond what its local industries require. It can provide, for example, a market for Manufactured Goods or Wine just by virtue of its size.

STAY ON TRACK!

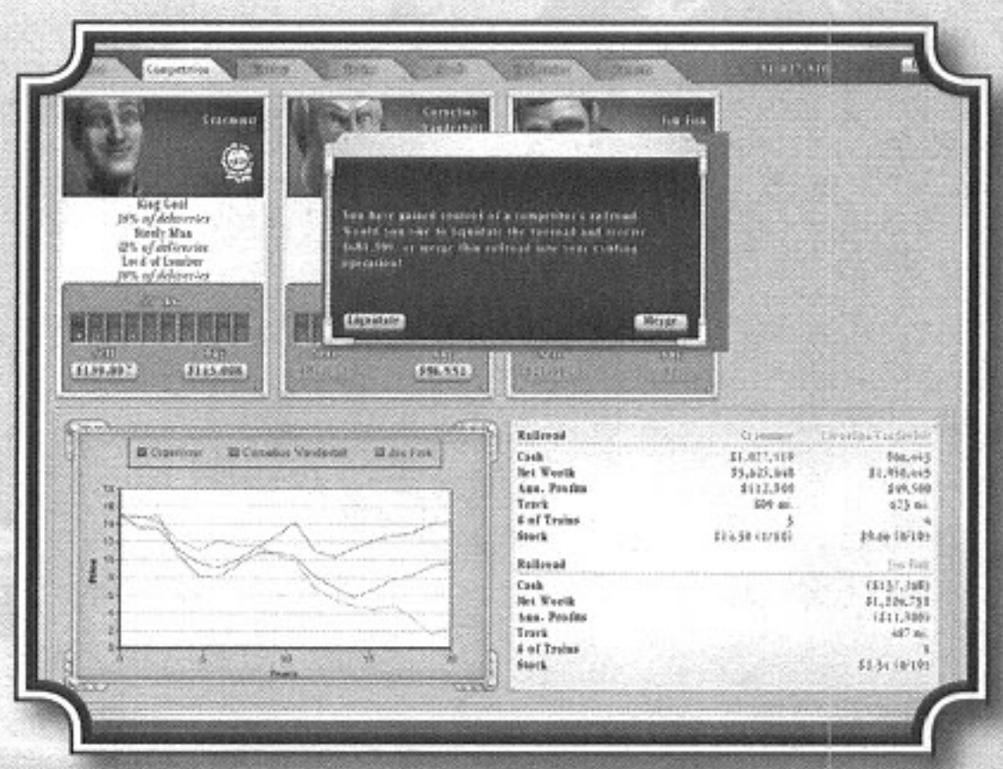
A given population center's inherent demands differ in some of the scenarios. The trick is to look at what the city's industries demand; anything else is being demanded by the city's size.

The inhabitants of a City may develop an interest in luxury goods like Wine.

MAP	PASSENGER SUPPLY MAX	MAIL SUPPLY MAX	INHERENT GOOD(S) DEMANDED
France	6	4	Food, Wine, Textiles
Germany	6	4	Food, Manufactured Goods, Beer
U.S. Midwest	6	4	Food, Manufactured Goods
U.S. Northeast	6	4	Food, Manufactured Goods
U.S. Northwest	6	4	Food, Manufactured Goods
U.S. Southwest	6	4	Food, Wine, Manufactured Goods
Great Britain	6	4	Food, Textiles

METROPOLIS

The final stage of a city's evolution, a Metropolis is a thriving urban center. It produces a near-inexhaustible supply of passengers and mail and, as the home of the wealthiest citizens of the area, demands the most products. Only a Metropolis can demand the most expensive goods on the market, such as Gold, Arms, or Automobiles.



When a city becomes a Metropolis, it can't get any bigger, but its financial potential is amazing.

MAP	PASSENGER SUPPLY MAX	MAIL SUPPLY MAX	INHERENT GOOD(S) DEMANDED
France	6	4	Food, Wine, Textiles, Arms
Germany	6	4	Food, Manufactured Goods, Beer, Automobiles
U.S. Midwest	6	4	Food, Manufactured Goods, Automobiles
U.S. Northeast	6	4	Food, Manufactured Goods, Automobiles
U.S. Northwest	6	4	Food, Manufactured Goods, Automobiles
U.S. Southwest	6	4	Food, Wine, Manufactured Goods, Gold
Great Britain	6	4	Food, Textiles, Arms

Growing Cities

It's in your best interest for a city to get as big as it can. The more goods it demands, the more money you can make shipping those items into the city limits. More importantly, Cities and Metropolises can host up to three industries. You can bid for ownership of existing industries or build your own on empty lots, giving you a piece of the action for every carload that industry ships out.

The really short version is this: give cities whatever they want.

To upgrade a city, add it to your railway network, cater to its demands, and find markets for what it supplies. Each city wants certain goods, either for its own needs (inherent demands) or so it can process them into another (processing demands). If you can give it what it wants, then find a market for what it's producing, you'll bring jobs and families to the city, incrementally speeding its growth. For example, if a given Village wants Coal so its mill can produce Steel, you want to not only ship Coal into the Village, but you want to find someplace to ship its Steel.

A Village becomes a Town once it's shipped and/or received 50 carloads of goods that it supplies or demands. This indicates you've dropped off fifty carloads of a product the Village was demanding, or that you've picked up fifty carloads of a product that the Village was producing and shipped it elsewhere.

A Town becomes a City after it's shipped or received 150 carloads of goods (including passengers and mail).

STAY ON TRACK!

To increase the number of passengers and the maximum amount of mail a city can generate, upgrade its Depot into a Station or Terminal.

Finally, a City becomes a Metropolis after it's sent and/or received 250 carloads of goods. At this point, the city has grown as large as it can, but it can produce and demand so many disparate items that it'll probably be a major part of your railway network. It also, as noted previously, gives you a market for the most expensive goods on the map.

STAY ON TRACK!

The top tier goods (Gold, Arm, and Automobiles) command such a high price because it takes three steps (rather than the usual two) to convert them into a finished product and because they're always the heaviest and slowest to ship class of freight.

Industries

The backbone of *Sid Meier's Railroads!* is industry. Each city your rails run through can take in raw materials and shape them into new goods, which your trains can then bring to market. Your eventual victory depends on not only taking advantage of the market as it stands when you enter a scenario, but in shaping the market and allowing it to expand in the directions that you'd prefer.

In-city Industries

Here, San Diego can process Oil with its Refinery, and has space for you to build two more industries.

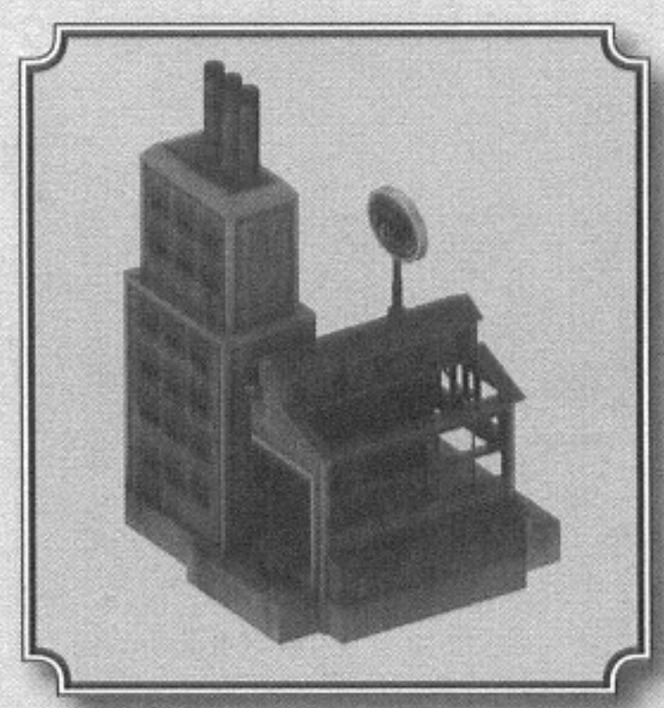
Every city on the map hosts businesses that provide jobs and housing for the people who live in that city. As a neophyte railroad baron, you'll make your first few million providing these people with the raw materials they need to practice their trades. As your holdings grow, you can eventually come to own these businesses, and expand the city so it has the space to host new ones.

There are nineteen different kinds of in-city industries in *Railroads!*. They do not exist independently of cities, and they act to process the raw materials you bring them from outlying industries in the countryside.

No one scenario will allow you to build all nineteen of these industries, since no one scenario has more than five raw materials available for the taking. In order for there to be a demand, there must first be a supply, and vice versa.

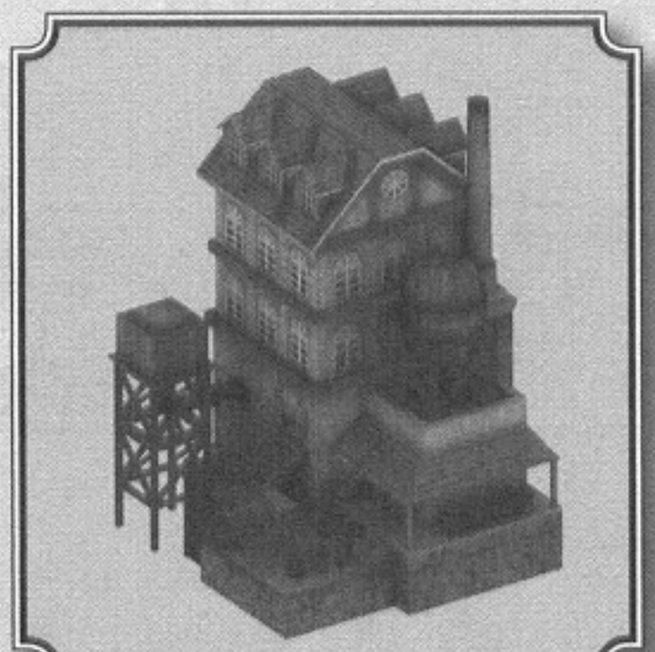
The following is a list of the nineteen in-city industries.

AUTOMOBILE PLANT



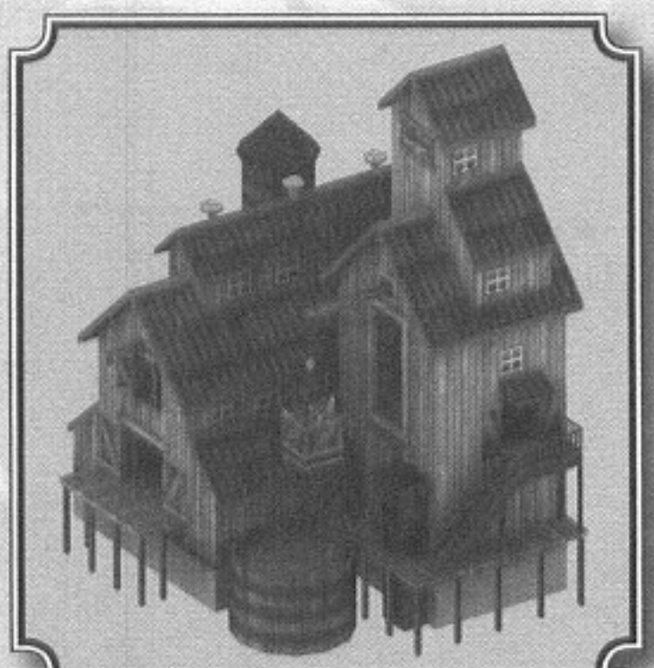
NEEDS	Steel
PRODUCES	Automobiles

BREWERY
(Germany only)



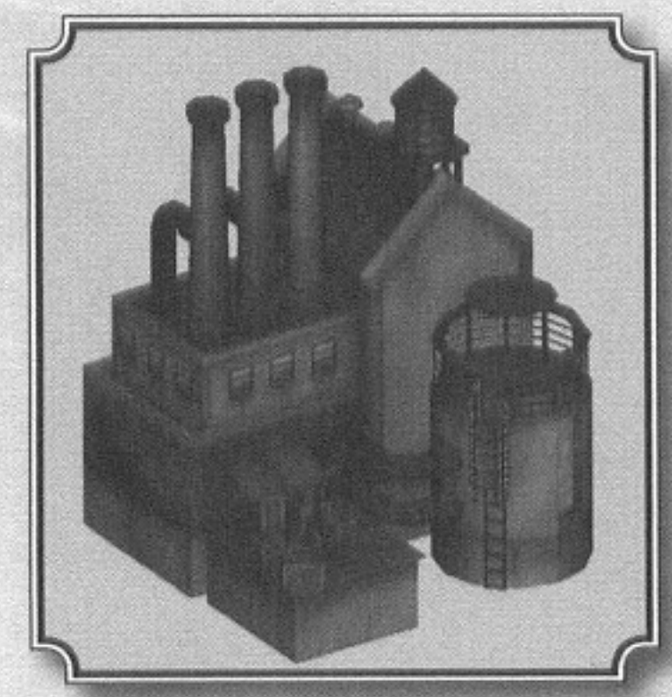
NEEDS	Grain
PRODUCES	Beer

CANNERY



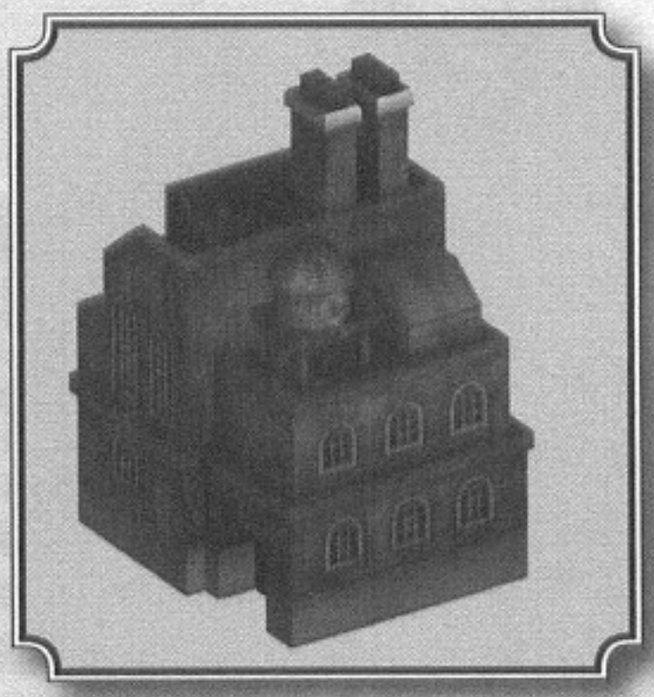
NEEDS	Fish
PRODUCES	Food

CHEMICAL PLANT



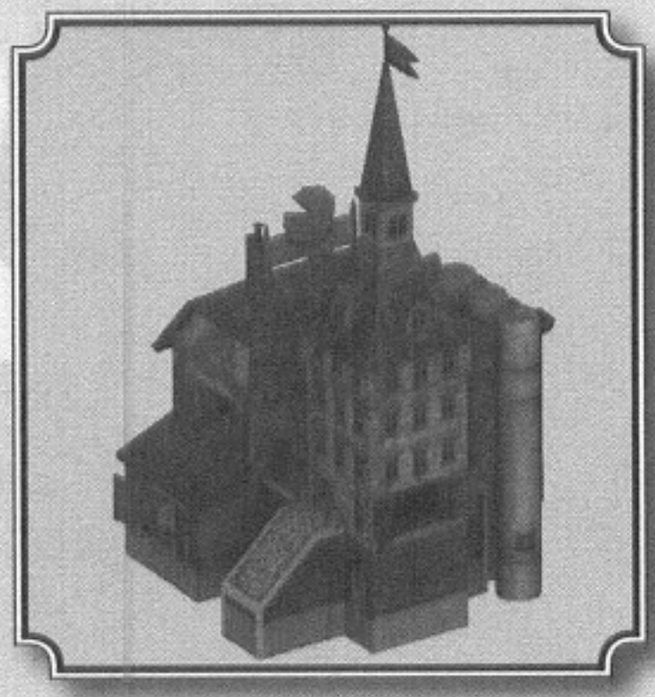
NEEDS	Nitrates
PRODUCES	Medicine

FOOD PLANT



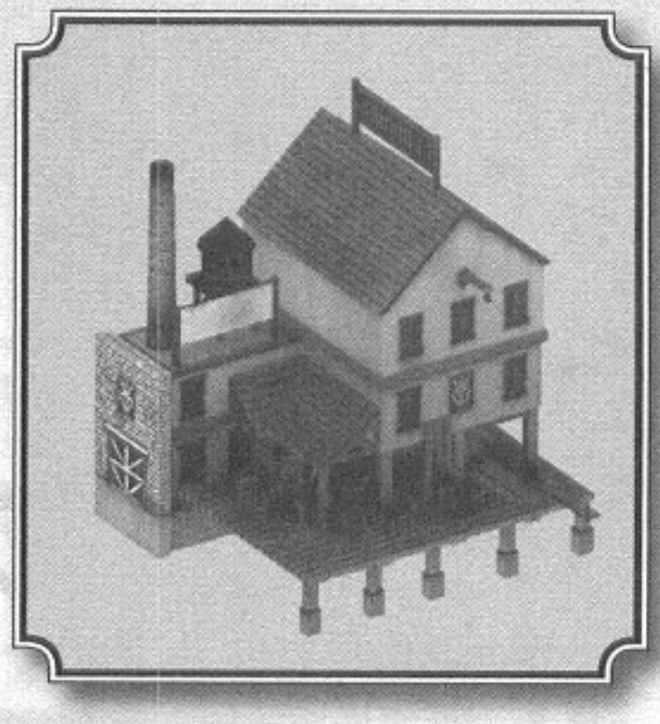
NEEDS	Grain/Cornmeal
PRODUCES	Food

FROMAGERIE
(France only)



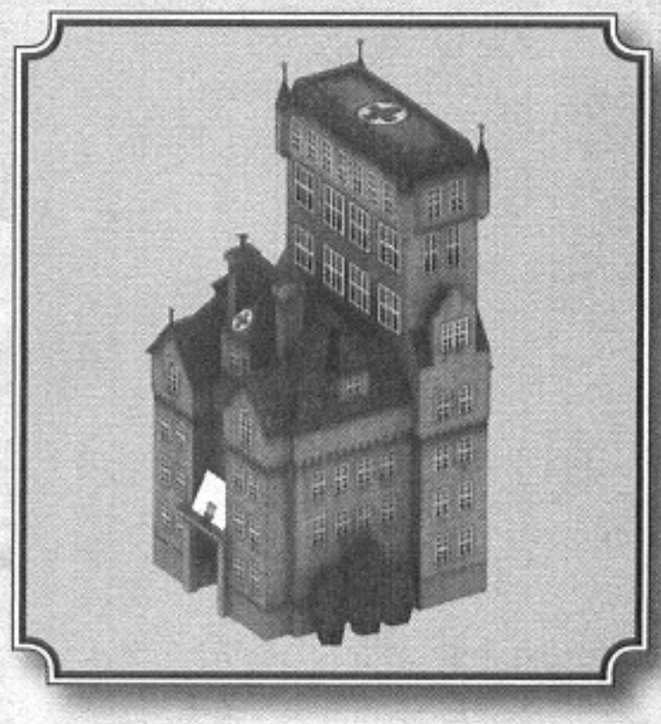
NEEDS	Milk
PRODUCES	Food

FURNITURE PLANT



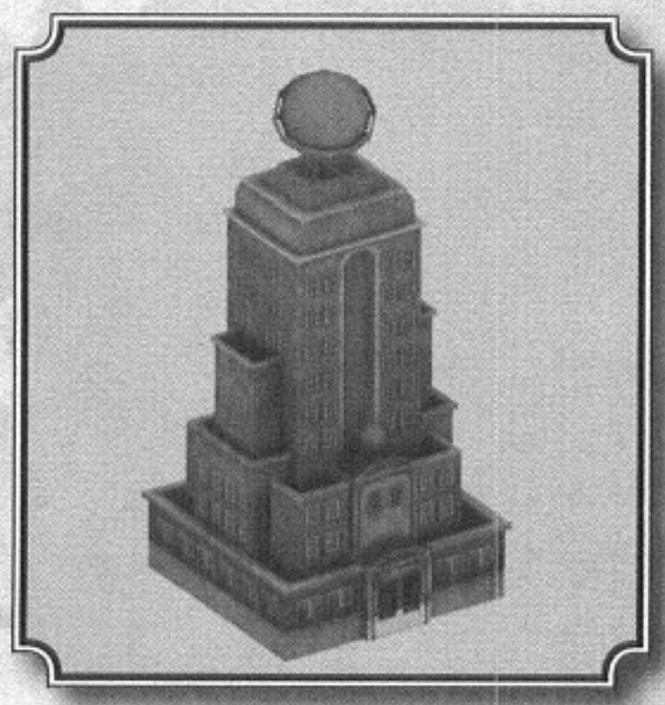
NEEDS	Lumber
PRODUCES	Manufactured Goods

HOSPITAL



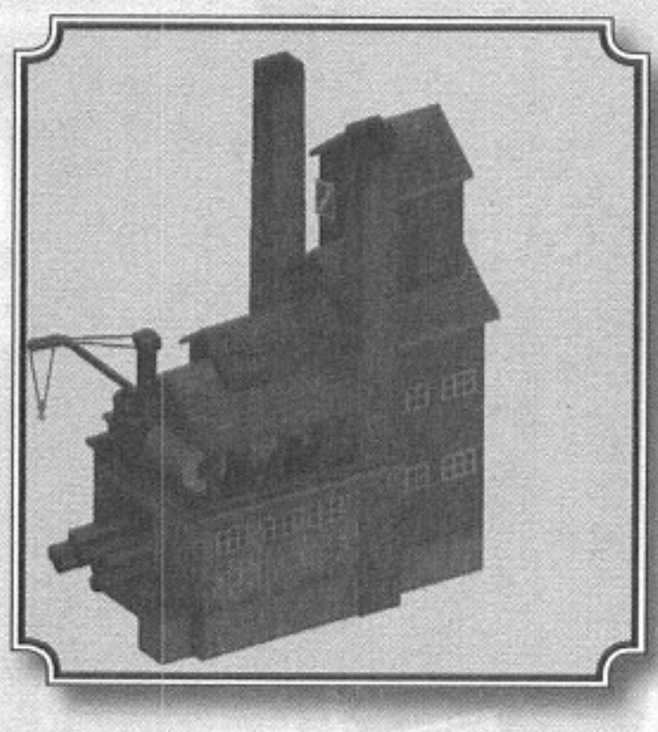
NEEDS	Medicine

NEWSPAPER



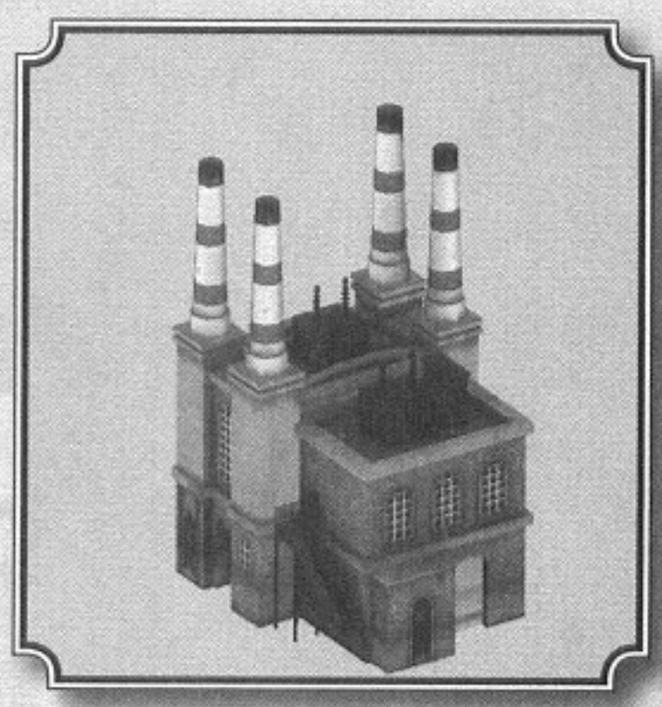
NEEDS	Paper

PAPER MILL



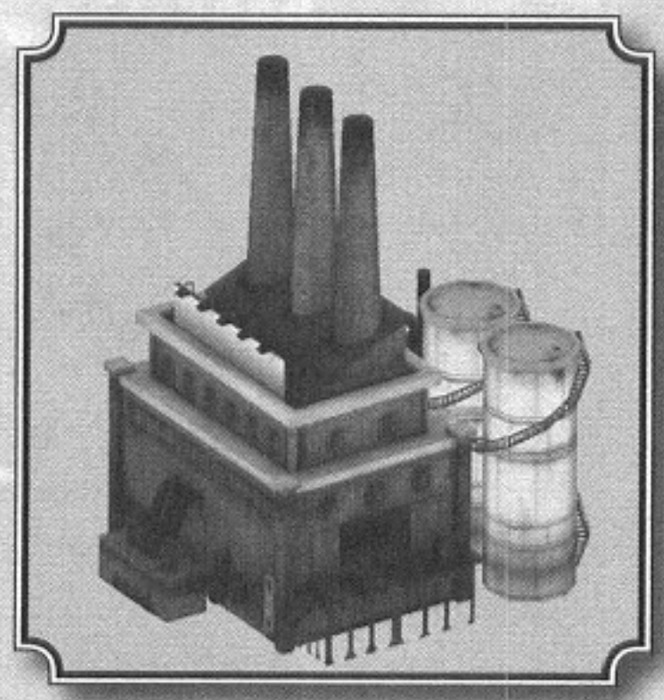
NEEDS	Lumber
PRODUCES	Paper

POWER PLANT



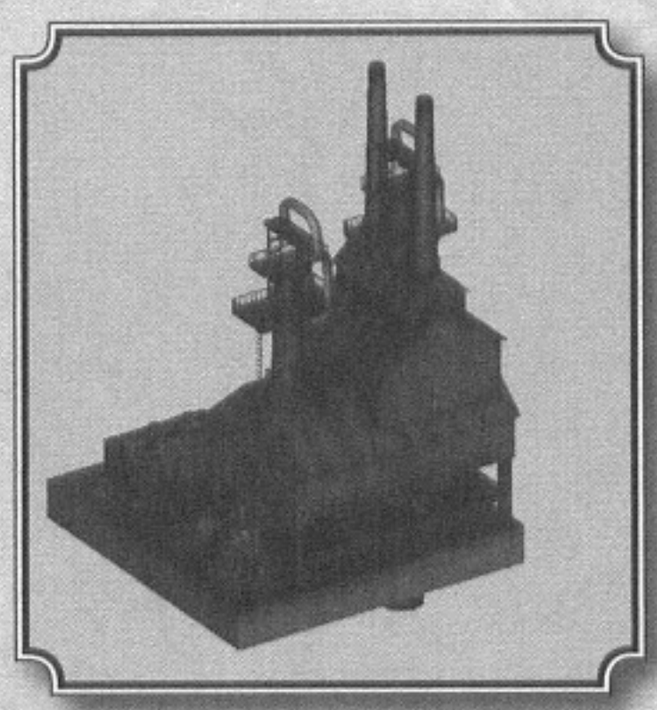
NEEDS	Oil/Coal

REFINERY



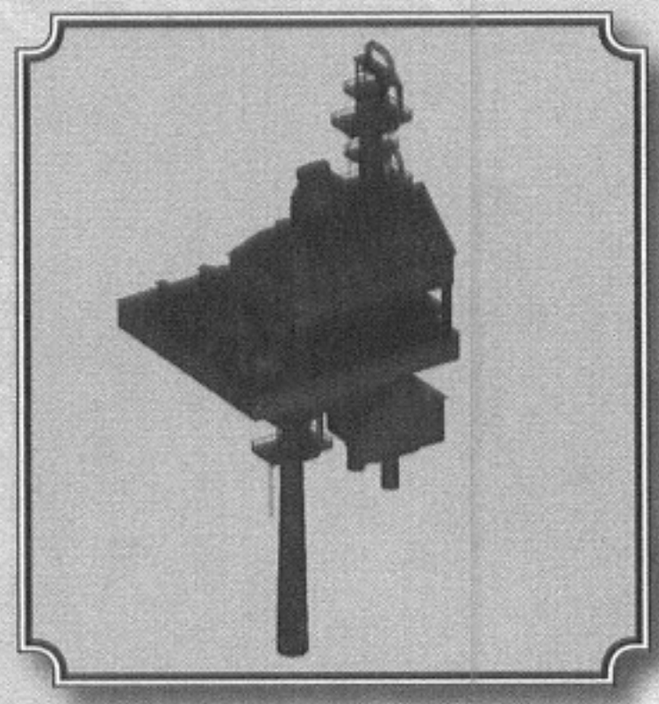
NEEDS	Oil
PRODUCES	Manufactured Goods

SMELTER
(U.S. Southwest only)



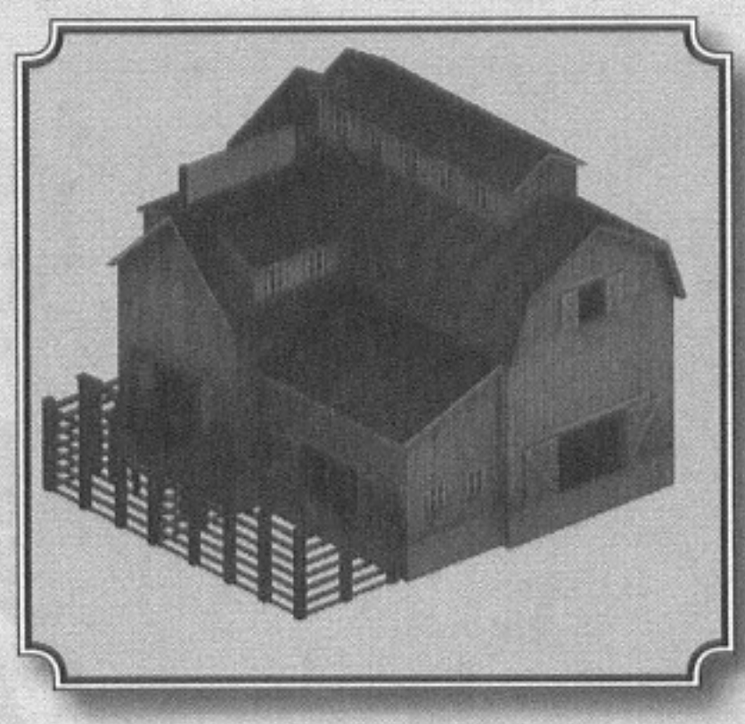
NEEDS	Ore
PRODUCES	Gold

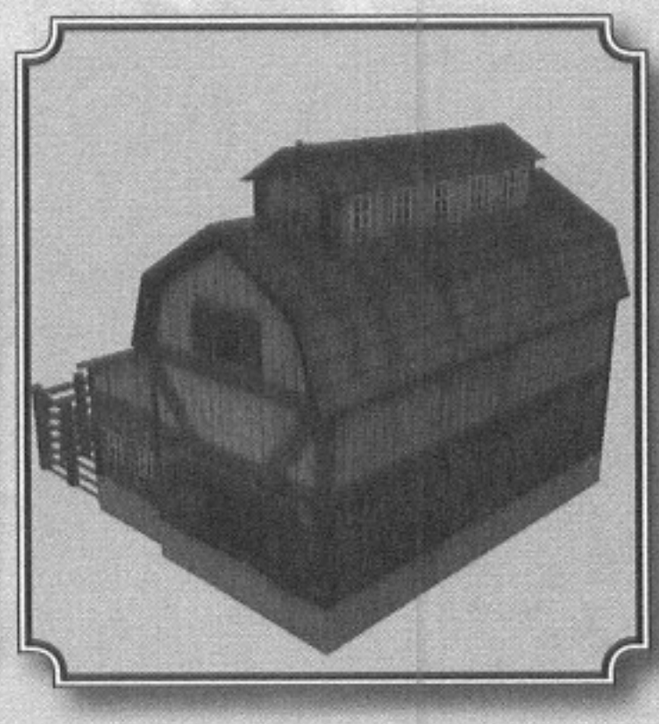
STEEL MILL



NEEDS	Coal
PRODUCES	Steel

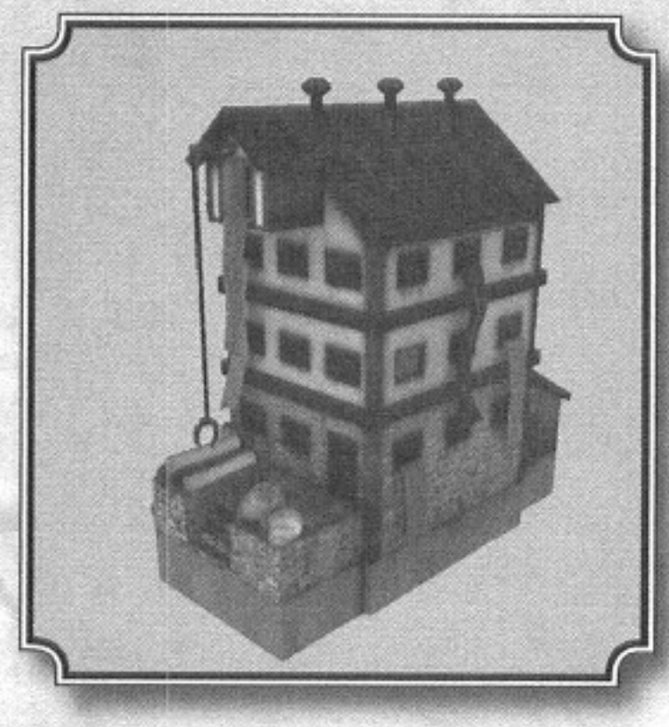
STOCKYARD





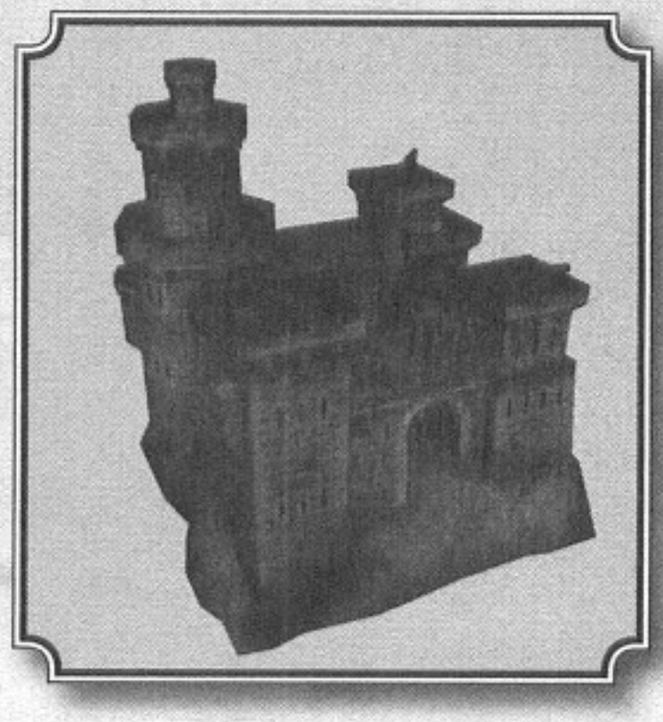
NEEDS	Livestock
PRODUCES	Food

TEXTILE MILL



NEEDS	Wool
PRODUCES	Textiles

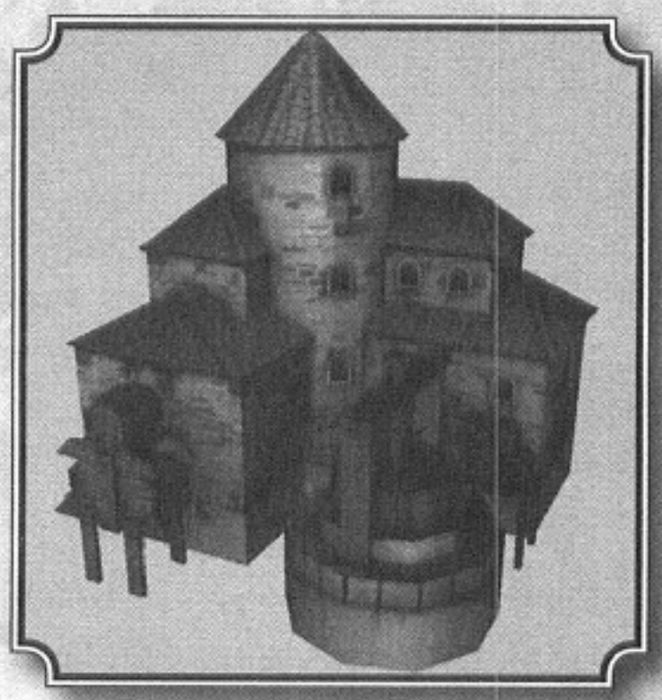
WAR FACTORY



NEEDS	Steel
PRODUCES	Arms

WINERY

(U.S. Southwest, France only)



NEEDS	Grapes
PRODUCES	Wine

Note that hospitals, newspapers, and power plants don't actually supply anything. The goods are simply consumed, and you make a healthy profit on the deal. This makes hospitals, newspapers, and power plants useful in-city industries to place or acquire near the end of a given train's route or in cities with few outlying industries.

A power plant may demand Oil or Coal or both, depending on the scenario.

You should also note that even if you own a given industry, you do not own the goods that industry manufactures. Once the goods have been made, they're placed into a sort of communal pool within the city proper, and any player who wants to can ship them out of town.

For example, if you own a food plant in Las Vegas, you make money every time someone brings cornmeal to town. However, when the food plant makes that cornmeal into Food, any of your competitors are free to ship that Food into Bullhead City.

Purchasing and Owning Industries

There are two ways that you can come to own an in-city industry. One is to build it yourself on an empty lot, which is discussed shortly. The other is to place a bid on a preexisting industry. The industry in question will be put on the auction block, and all players (human or computer-controlled) have the opportunity to place bids.

As with patents, you can raise a bid on an in-city industry by increments of $10,000 or $50,000. The first bid placed on an auction starts a thirty-second countdown, and subsequent bids reset the countdown to fifteen seconds. Whoever has the high bid when the clock runs out is the new owner of that industry.

Buying your competitors' crucial industries is a dirty but lucrative trick.

As the owner of that industry, you receive a share (20% for small industry, 35% for medium, and 50% for large) every time the industry receives a shipment of materials. This amount isn't extracted from the money paid to players shipping to it but is paid out above that.

More importantly, you can buy in-city industries in cities that are not part of your railway network, and you receive the ownership share even if the industry is processing another player's shipment.

STAY ON TRACK!

View your owned industries in the Industries panel. This detailed view of your business interests details the size of the business. Most insightfully, this panel shows how long your investment in the business will take to be profitable.

If you find out that a given city is an important part of a competitor's supply chain, you can try to buy the in-city industries that are processing that competitor's raw materials, thus earning a healthy profit every time he or she earns a healthy profit.

STAY ON TRACK!

By earning money off your rivals' shipments, you're not actually taking money out of their share for the goods. You're just getting an ownership commission every time the industry makes money.

Adding Industries

You can add industries to any city that has an accessible empty lot. Villages will never have an empty lot, and pre-existing Towns may not have one either.

Conversely, if you grow a one-industry Village into a Town, the upgrade will make available an empty lot for you. Cities and Metropolises also almost always have a third industry slot for you to fill.

Regardless of what you're building, a new in-city industry always costs you a cool $500,000. On the plus side, you can put whatever industry you want into a given location (based on nearby supplied goods), and you don't have to engage another player in a costly bidding war for ownership of the industry. On the negative side, even the most heated bidding war is unlikely to cost you half a million dollars.

Sometimes, you must create the market you want.

When you build a new in-city industry, first check to see that there's a nearby industry to supply the raw materials that it needs. There's no sense in blowing half a million dollars on a brand new steel mill if you can't get Coal anywhere within a hundred miles.

If there are materials handy for you to use, though, you're in business. By setting up the businesses you need in adjacent cities, and growing those cities via commerce so they have the space for your industries, you can set up your own customized supply chains throughout the region. When deftly played, this is one sure way to make a major profit.

STAY ON TRACK!

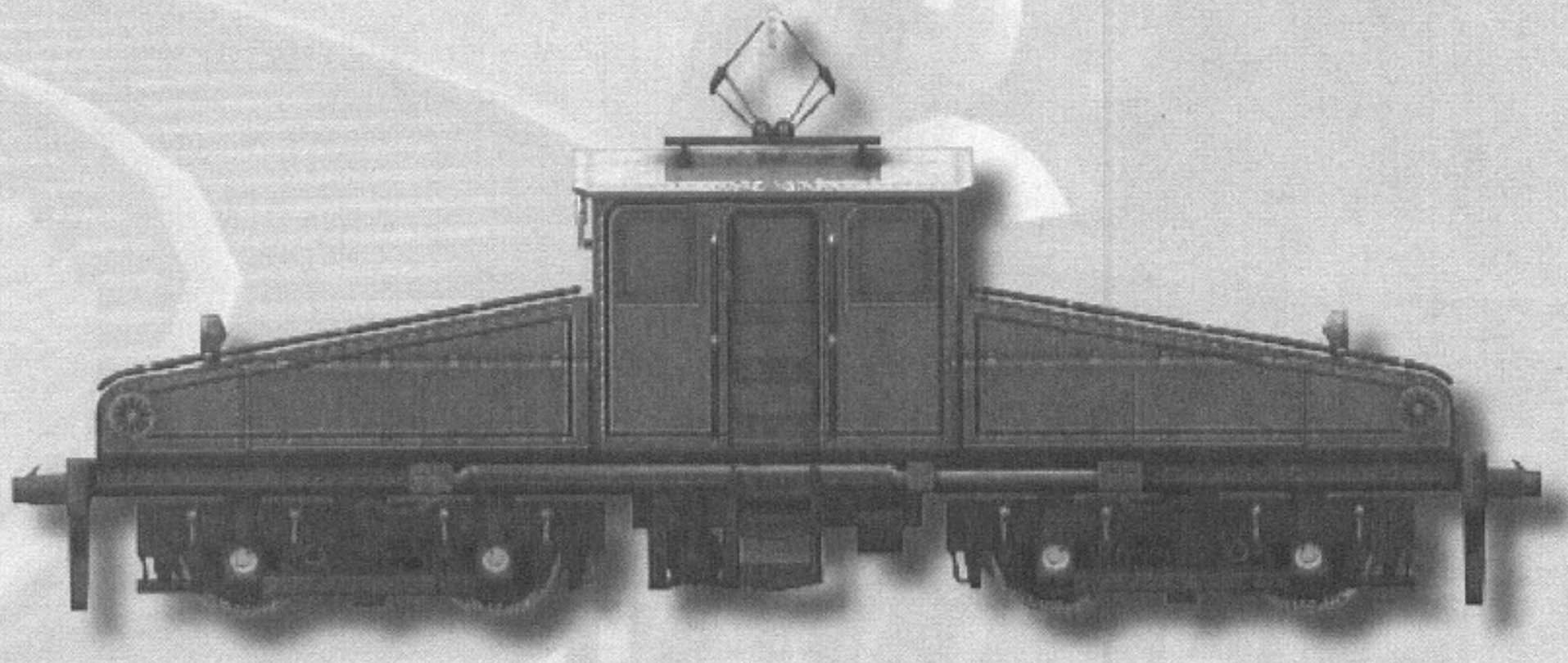
You can also buy industries to create a market for goods a city makes. If Detroit has nowhere nearby to send its Steel, build an Automobile Factory in Cleveland.

Outlying Industries

If you have the trains, an outlying industry has the goods.

An outlying industry is an independently-owned operation that produces raw materials, such as an oil well, a cattle farm, or a coal mine. They are not for sale, and are essentially neutral. Any player who can make an industry part of his railway network can acquire raw materials from that industry.

To do business with an outlying industry, build a railway up to it, then spend $25,000 to place an annex on the industry's property (within the green circle). You can now send trains to make cargo pickups at that industry.



Growing Industries

While it's harder than growing a city, you can grow an industry as well. In-city industries and some outlying industries begin small, only able to process and hold a few carloads' worth of goods. Typically, they're limited to holding four carloads in reserve; any excess goods are simply wasted.

If you habitually deal with these industries, they eventually hire more people and build more facilities to cope with the demand. In doing so, they can expand into medium and large industries, able to process raw materials much faster and hold up to eight and twelve carloads of materials, respectively, in reserve.

STAY ON TRACK!

The larger an industry, the greater percentage (up to 50%) of each delivery you'll receive if you own it.

An in-city industry grows in much the same way as the city itself does. A small industry becomes a medium industry if it processes fifty carloads of materials, whether those materials are incoming or outgoing. For example, if you build a paper mill in Yuma, Arizona, it becomes a medium paper mill after you've shipped twenty-five carloads of Lumber into town and twenty-five carloads of Paper back out.

A medium industry becomes a large industry when it processes a hundred and fifty carloads of materials.

Outlying industries, however, work a bit differently. Obviously, you can only ship materials out of an outlying industry, so they grow a bit more slowly than an in-city processing industry. At the same time, an outlying industry requires 25% less processing to grow than an in-city industry of the same size. Thus, if you routinely do business with the medium-sized Yuma Oil & Gas outside of Yuma, Arizona, it'll grow to a large industry after you ship approximately one hundred and thirteen carloads of Oil out of it.

Finally, passengers and mail are both an in-city industry of sorts, but they don't work in quite the same way as other industries do. The amount of passengers and mail that a city can provide is determined by the size of the city. You can further improve a city's passenger and mail market by upgrading your Depot to a Station or a Terminal.

If you emphasize a given market, the industries within it will grow to keep up.

Goods

After discussing all the things you can do with goods, it's time to discuss the goods themselves. Each scenario comes with its own array of raw materials, which are being dutifully harvested and processed by hard-working laborers when you arrive on the scene.

These outlying industries represent the foundation of your enterprise. While transporting passengers and mail is good for some quick cash early on, you should eventually dip your hands into other markets and other forms of profit.

Types of Goods

There are twenty-one different products that you can trade in *Railroads!* In any given scenario, you have access to only eleven or twelve of them.

STAY ON TRACK!

A city cannot benefit from the goods that it itself produces. A city can easily both demand and supply Food, for example, but you must still ship Food into and out of it to make any profit on the deal. Maybe they're just sick of the local cuisine.

For each Good, you get the following information (where applicable):

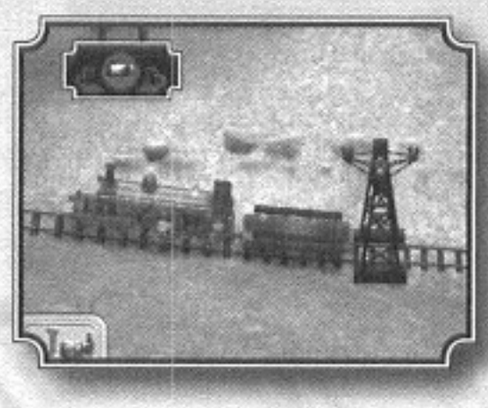
Supplied by What industries supply this good.

Demanded by What, if any, industries processes this good and what city size can buy it.

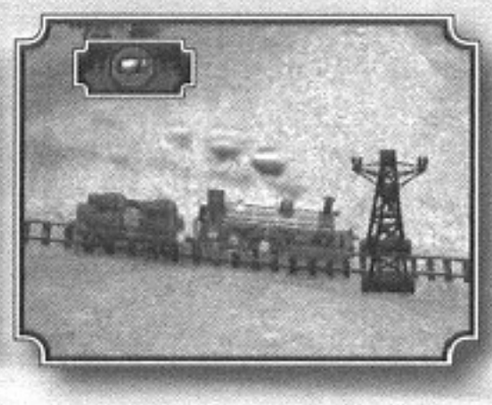
Processed into The finished good a raw material becomes after being delivered to the proper industry.

ARMS

SUPPLIED BY	Arms Factory
DEMANDED BY	Metropolis



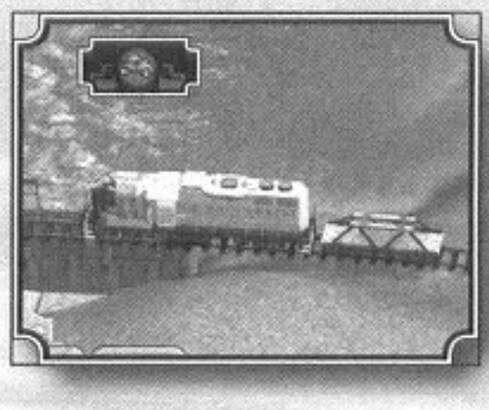
Empty Car



Fully Loaded Car

AUTOMOBILES

SUPPLIED BY	Automobile Factory
DEMANDED BY	Metropolis



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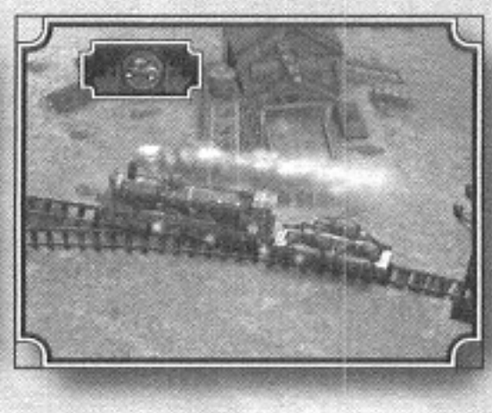
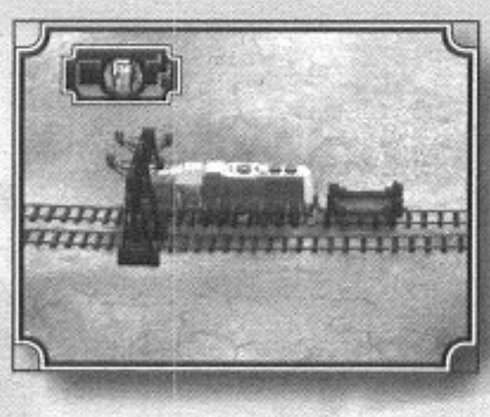


Fully Loaded Car

BEER

SUPPLIED BY	Brewery
DEMANDED BY	City, Metropolis



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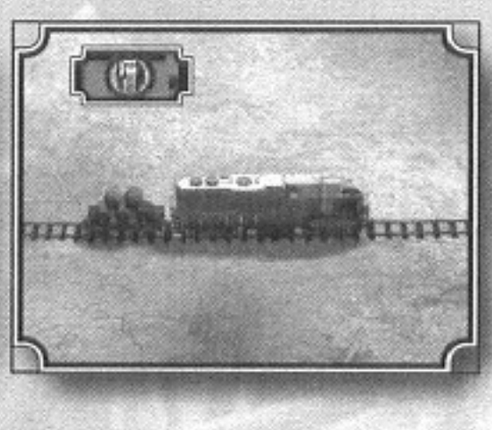
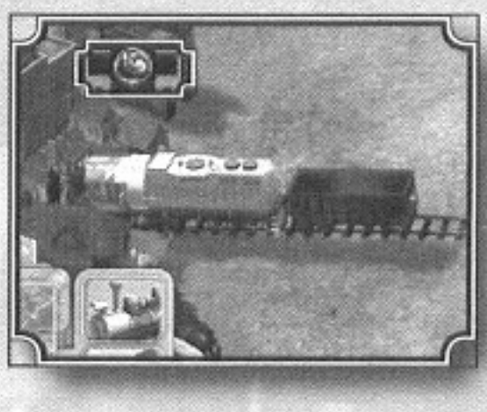


Fully Loaded Car

COAL

SUPPLIED BY	Coal Mine
DEMANDED BY	Steel Mill, Power Plant
PROCESSED INTO	Steel



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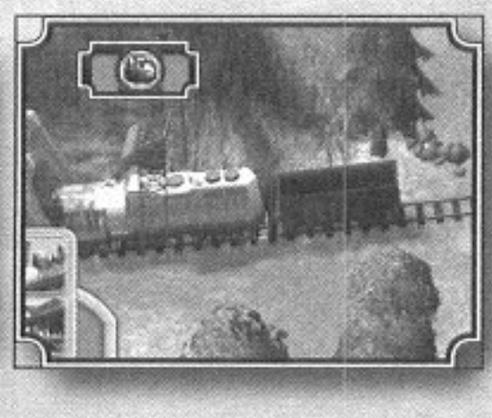
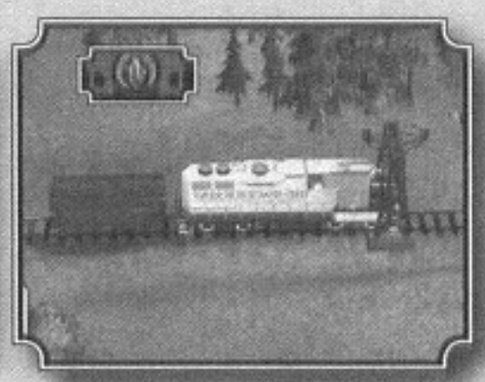


Fully Loaded Car

CORNMEAL

SUPPLIED BY	Corn Field
DEMANDED BY	Food Plant
PROCESSED INTO	Food

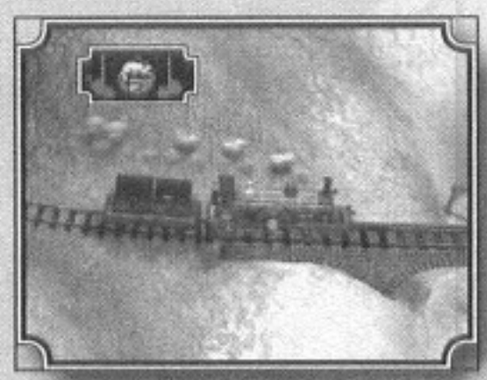
Empty Car



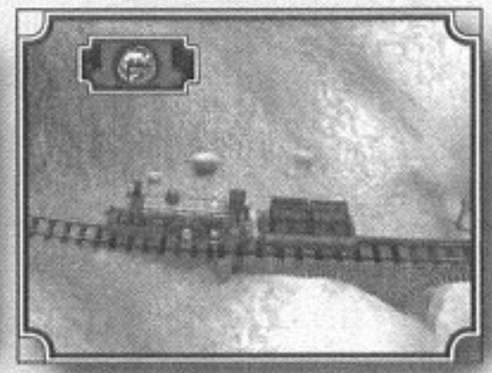
Fully Loaded Car

FISH

SUPPLIED BY	Fishery
DEMANDED BY	Cannery
PROCESSED INTO	Food



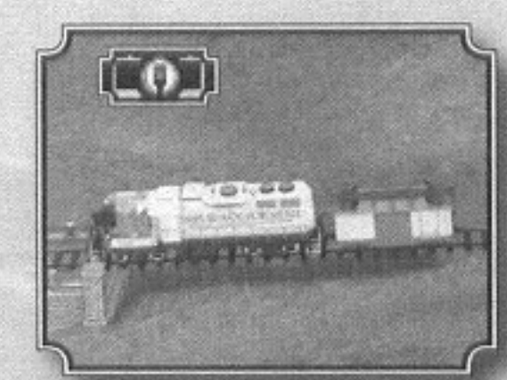
Empty Car



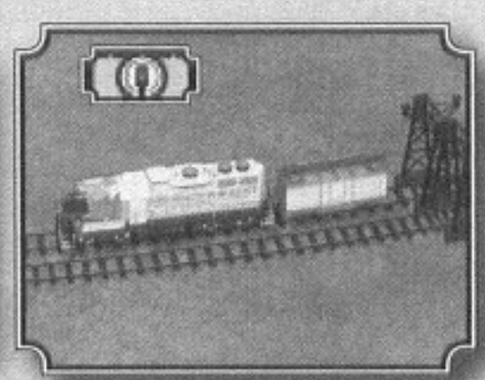
Fully Loaded Car

FOOD

SUPPLIED BY	Food Plant, Stockyard, Cannery
DEMANDED BY	Town, City, Metropolis



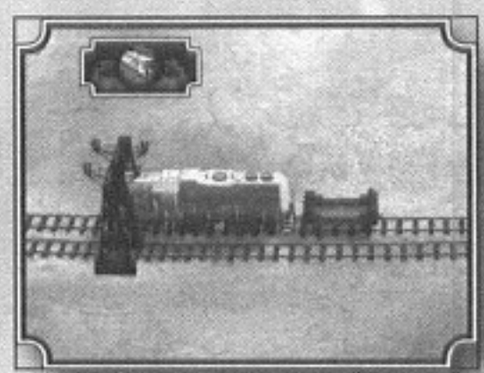
Empty Car



Fully Loaded Car

GOLD

SUPPLIED BY	Smelter
DEMANDED BY	Metropolis
PROCESSED INTO	Ore

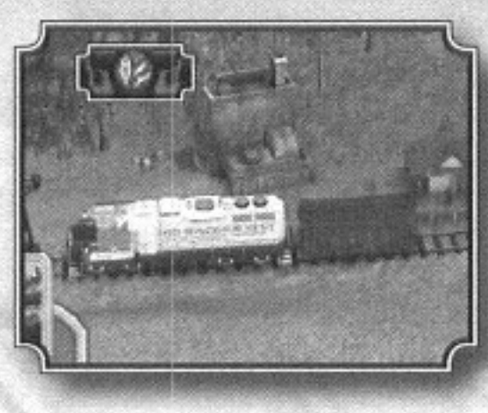


Empty Car

Fully Loaded Car

GRAIN

SUPPLIED BY	Grain Elevator
DEMANDED BY	Food Plant
PROCESSED INTO	Food



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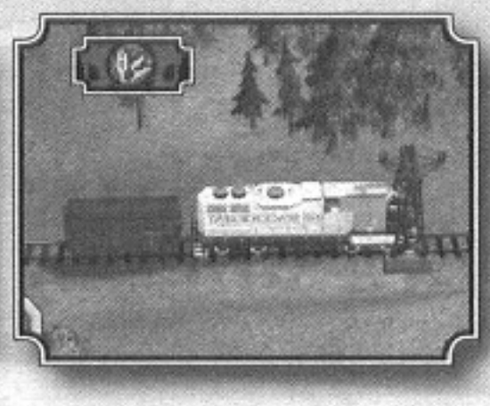
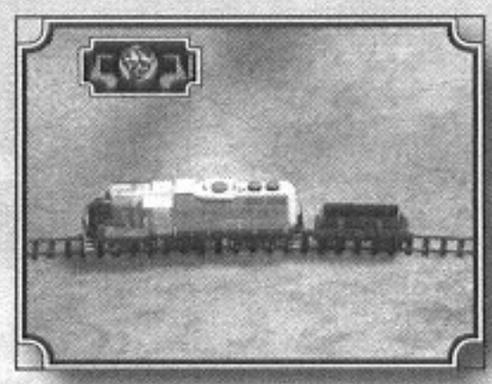


Fully Loaded Car

GRAPES

SUPPLIED BY	Vineyard
DEMANDED BY	Winery
PROCESSED INTO	Wine



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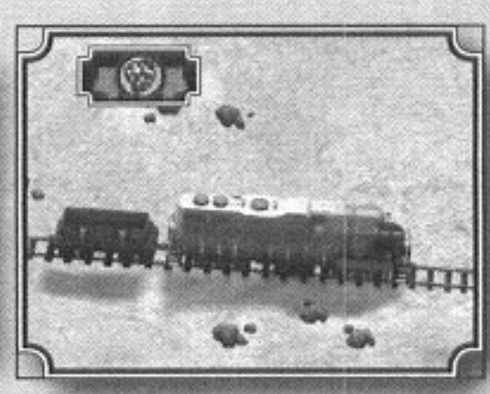
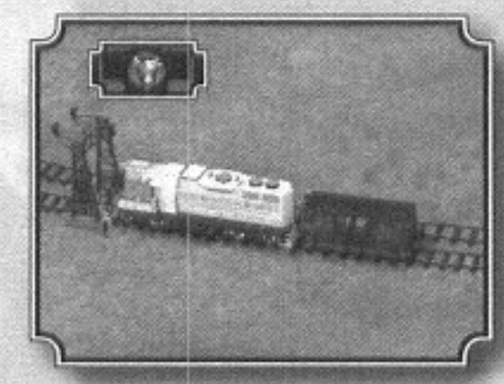


Fully Loaded Car

LIVESTOCK

SUPPLIED BY	Cattle Ranch
DEMANDED BY	Stockyard
PROCESSED INTO	Food



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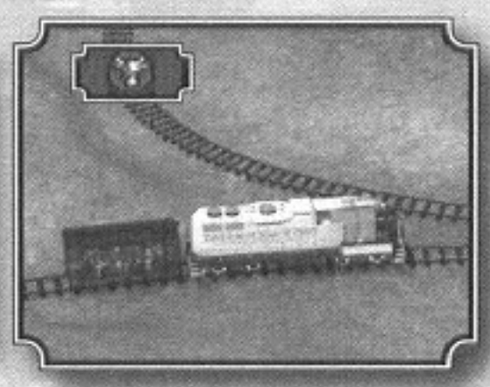
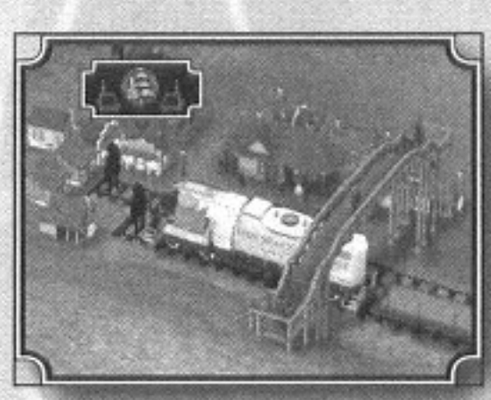


Fully Loaded Car

LUMBER

SUPPLIED BY	Lumber Mill
DEMANDED BY	Furniture Plant, Paper Mill
PROCESSED INTO	Manufactured Goods, Paper



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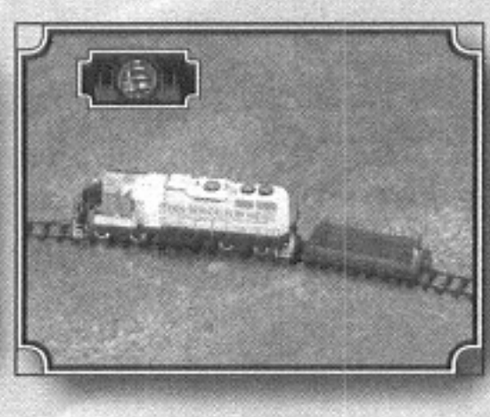
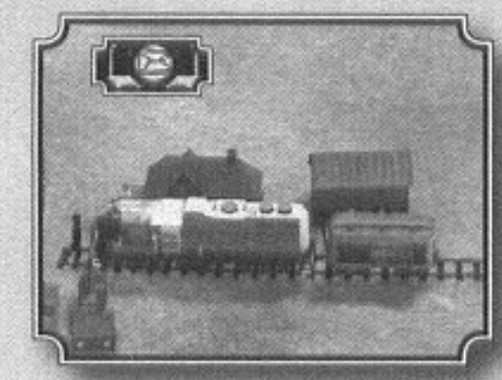


Fully Loaded Car

MAIL

SUPPLIED BY	Towns, Cities, Metropolises
DEMANDED BY	Town, City, Metropolis



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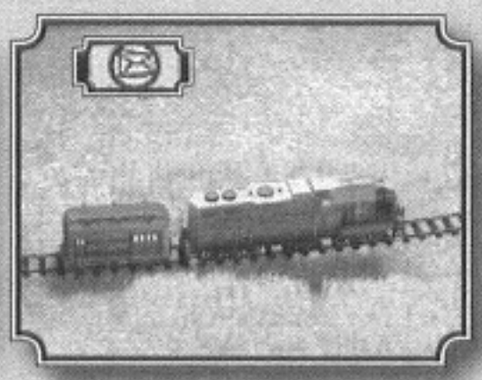
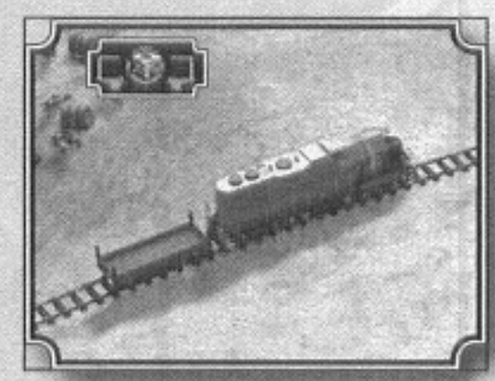


Fully Loaded Car

MANUFACTURED GOODS

SUPPLIED BY	Refinery, Furniture Plant



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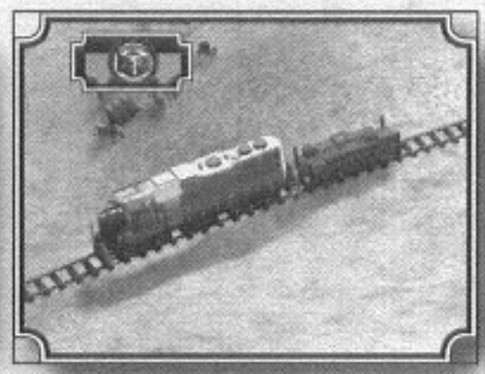
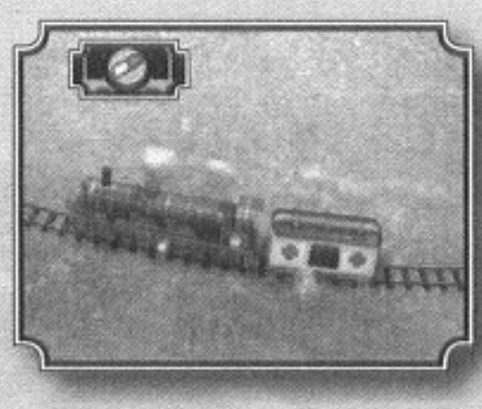


Fully Loaded Car

MEDICINE

SUPPLIED BY	Chemical Plant
DEMANDED BY	Hospital



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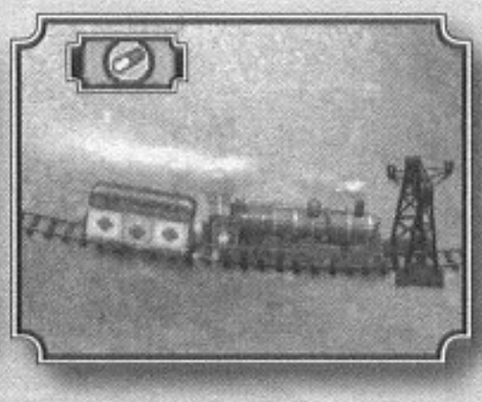
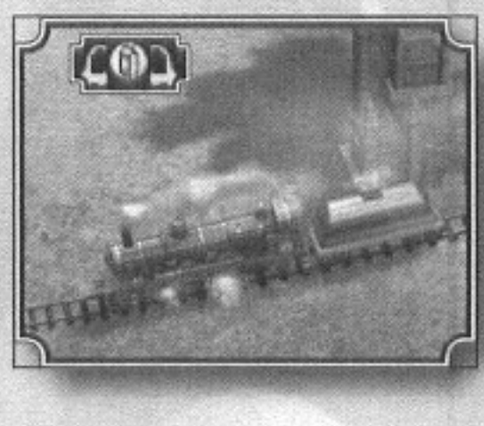


Fully Loaded Car

MILK

SUPPLIED BY	Dairy Farm
DEMANDED BY	Fromagerie
PROCESSED INTO	Food



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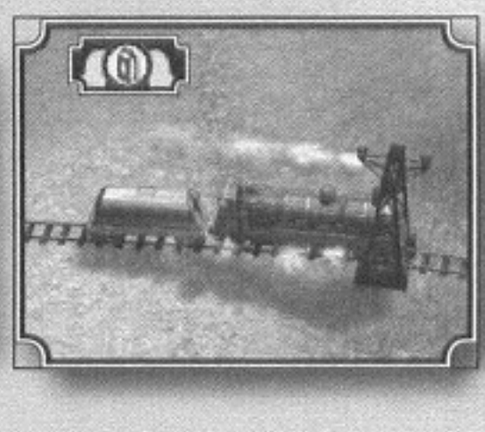
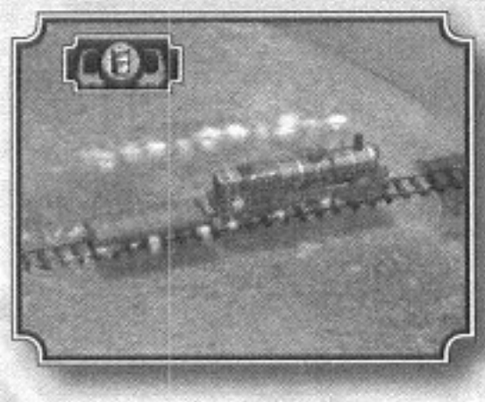


Fully Loaded Car

NITRATES

SUPPLIED BY	Sheep Farm
DEMANDED BY	Chemical Plants
PROCESSED INTO	Medicine



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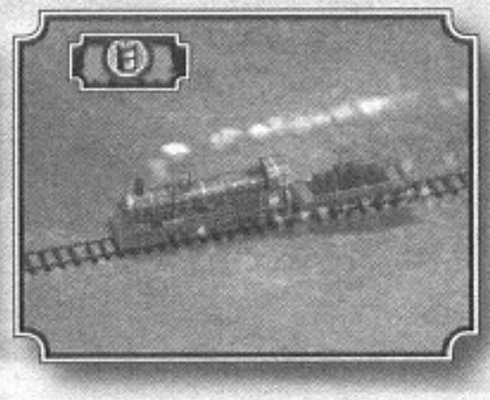
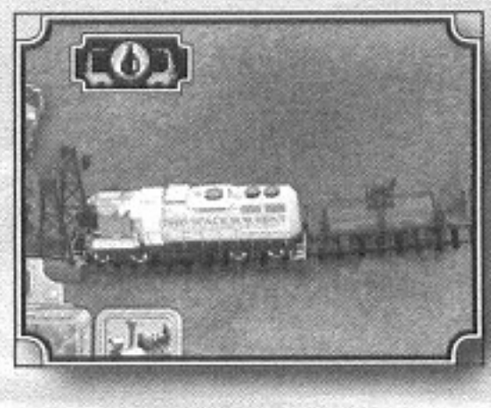


Fully Loaded Car

OIL

SUPPLIED BY	Oil Well
DEMANDED BY	Refinery, Power Plant
PROCESSED INTO	Manufactured Goods



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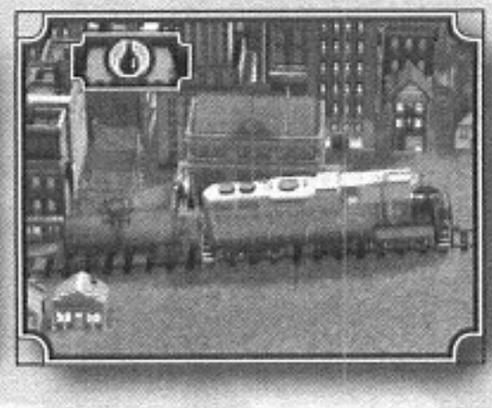
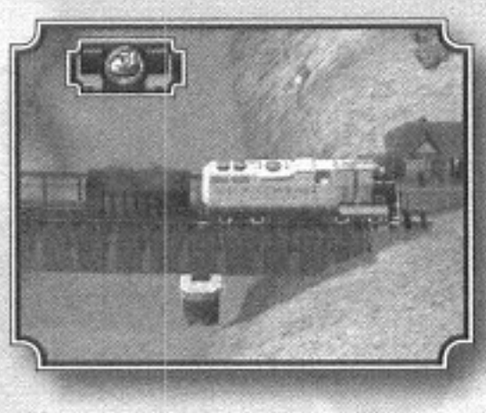


Fully Loaded Car

ORE

SUPPLIED BY	Gold Mine
DEMANDED BY	Smelter
PROCESSED INTO	Gold



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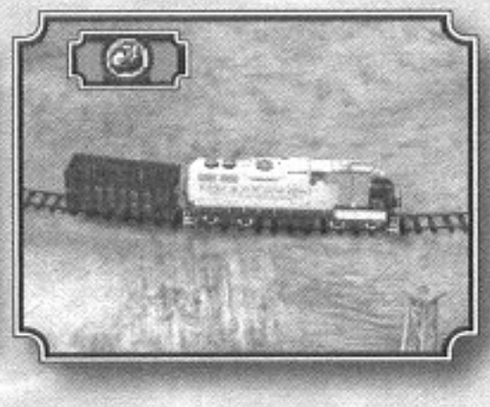
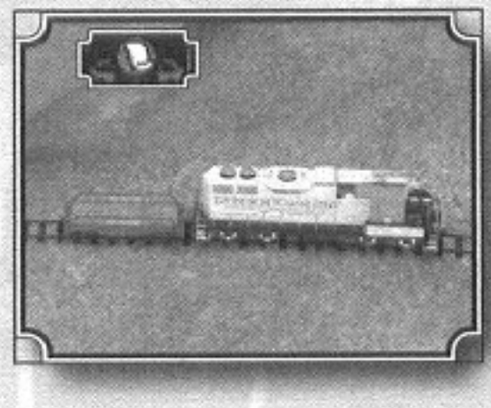


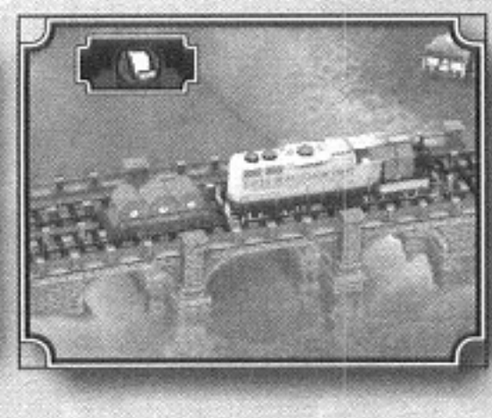
Fully Loaded Car

PAPER

SUPPLIED BY	Paper Mill
DEMANDED BY	Newspaper



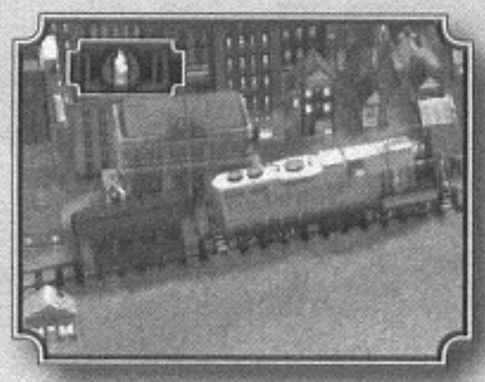
Empty Car



Fully Loaded Car

PASSENGERS

SUPPLIED BY	Towns, Cities, Metropolises
DEMANDED BY	Town, City, Metropolis

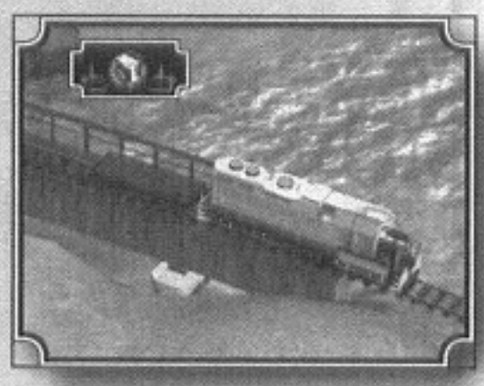


Empty Car

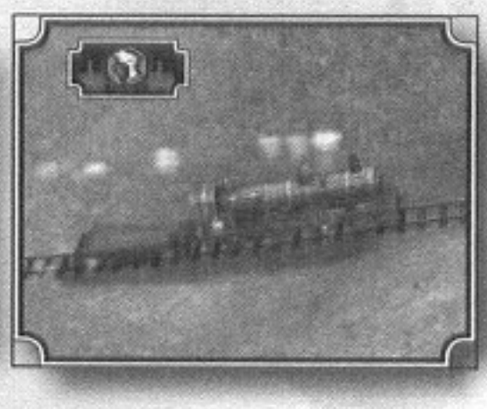
Fully Loaded Car

STEEL

SUPPLIED BY	Steel Mill
DEMANDED BY	Automobile Plant, Arms Factory
PROCESSED INTO	Automobiles, Arms



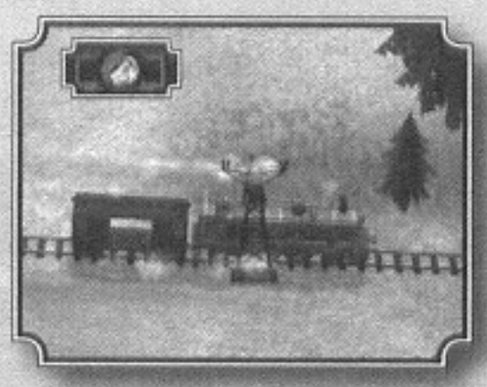
Empty Car



Fully Loaded Car

SWINE

SUPPLIED BY	Swine Farm
DEMANDED BY	Stockyard
PROCESSED INTO	Food



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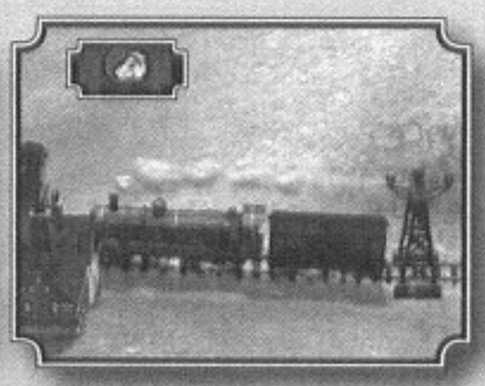
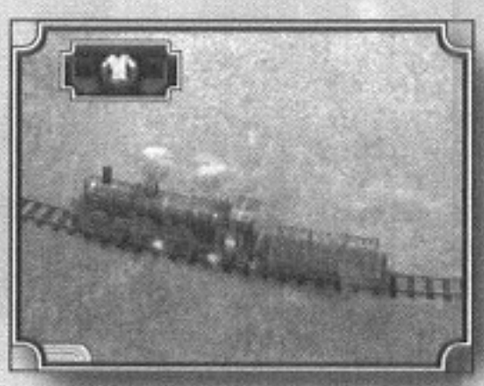


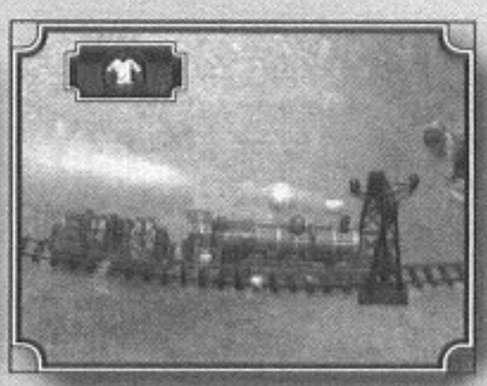
Fully Loaded Car

TEXTILES

SUPPLIED BY	Textile Mill
DEMANDED BY	City, Metropolis



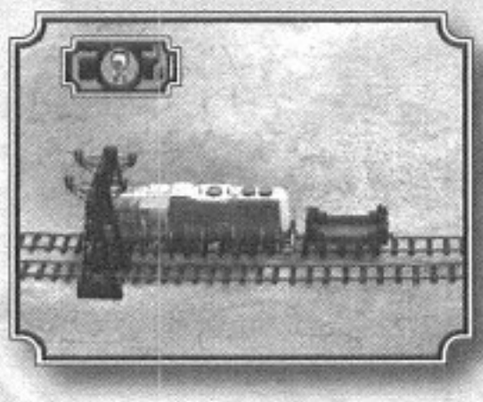
Empty Car



Fully Loaded Car

WINE

SUPPLIED BY	Winery
DEMANDED BY	City, Metropolis



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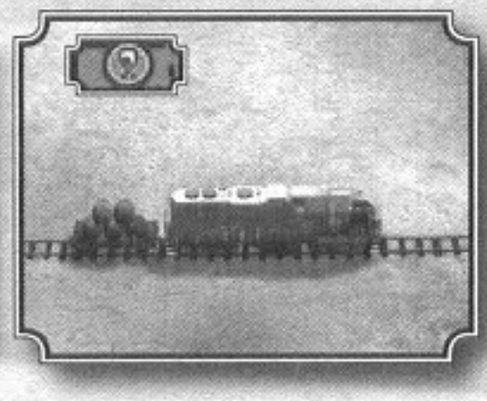
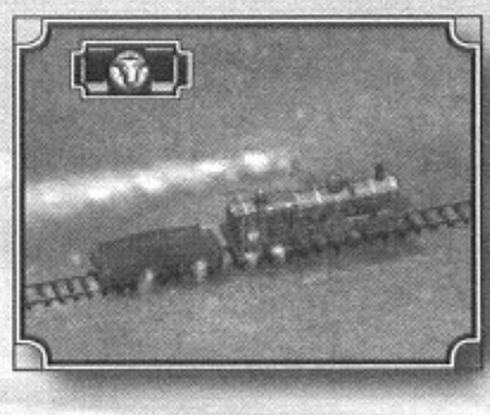


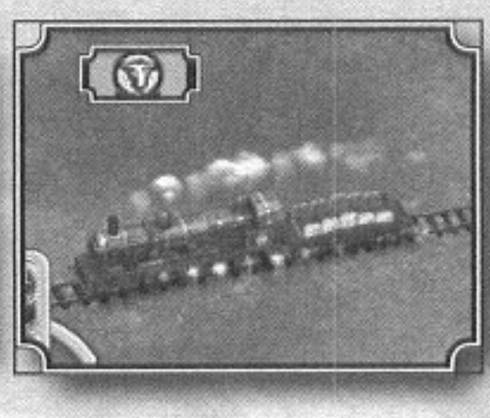
Fully Loaded Car

WOOL

SUPPLIED BY	Sheep Farm
DEMANDED BY	Textile Mill
PROCESSED INTO	Textiles



Empty Car



Fully Loaded Car

Events That Influence Goods

As you play through the game and time passes, random events come and take a hand in your business. Most of these events influence the price of a specific good. Thus, if a rival is deeply invested in a good that's just suffered a price drop, this might be a good time to buy his temporarily plummeting stock.

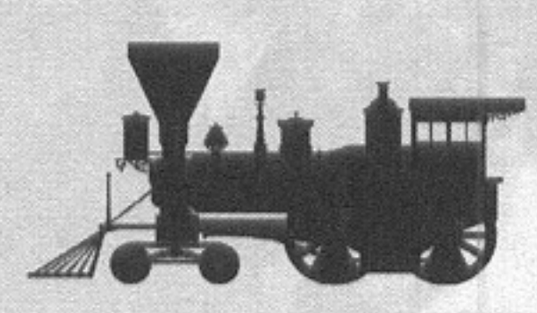
Depletion

Every industry in *Railroads!* requires some processing time. Cows need time to grow, corn needs time to sprout, and so on. You can't just roll up to an industry at any time and expect a full carload of whatever product they offer. This is particularly true if the industry in question is supplying products to more than one competitor.

If one of your trains pulls up to an industry while its stock is depleted, your train will be forced to leave the station with empty cars. Empty cars means you're wasting time, and wasted time is wasted money.

As such, it's important not to overstress any one part of your supply network. Keep your demands modest in the early part of the game, especially if you're dealing with small outlying industries. As the game continues, the old industries upgrade themselves, and you get close to new sources of raw materials, you can start to push your luck a bit.

You can also use depletion offensively in solo or multiplayer games. If you find yourself drawing on the same industry as one of your opponents, you can deliberately pull more goods from the industry than it can support, leaving it with nothing for your competitor to take. Is your enemy making too much money off of automobile shipments? Start stealing from his coal supply and send it to a nearby power plant, depriving him of both his steel and automobile sales.



PATENTS

While you're building a new nation out of railways and commerce, scientists and engineers are working behind the scenes to make it easier for you to do so. Throughout the game, at irregular intervals, you'll be informed that some clever train designer has come up with an improvement on the basic functionality of engines, railroad cars, or even the rails themselves.

Not all patents are created equal, however. With each one that comes out, you must decide whether you need it; whether your opponent needs it; and thus, whether you need to bid on it or not.

The Bidding Process

Of course, these scientists and engineers are businessmen themselves, so they want to be paid for their work. When they announce a new development, all active players are given the chance to bid on the patent for their discovery. The bids open at $50,000, and you can opt to raise the bid by $10,000 or $50,000.

Some patents are always worth getting. Others? Not so much.

The first player to make a bid starts a thirty-second countdown. If that countdown runs out without any other player raising the bid, the player wins the right to that patent. If another player raises the bid, conversely, the countdown clock resets to fifteen seconds and begins counting down again.

The winner of an auction receives the rights to the patent for the next ten game years. During that time, the winner and the winner alone, is the sole beneficiary of the patent's effects. After those ten years are up, the patent expires and the technology involved enters the public domain. At this point, the patent's effects expand to include all currently active players' holdings.

In a single player game, winning a patent bid also adds one point to your Prestige score.

The McCoy Lubricator is one of the obvious must-have patents.

While bidding on a patent (or on anything else, for that matter), you should take note of the auction's effect on your available cash. When you're the top bidder in an auction, the amount you've bid is tied up in that auction, and as such, is taken out of your available cash. If you're multitasking while you're trying to win an auction, keep this in mind.

Before you reflexively bid on an auction, you should also consider whether you actually need the patent or not. Some of them, such as the McCoy Lubricator, are useful to any baron, in any scenario, regardless of their financial interests. Others, such as the Pratt Bridge Truss, may not be worth a costly bidding war if you're playing a scenario like France or the U.S. Southwest. Simply put: think before you bid.

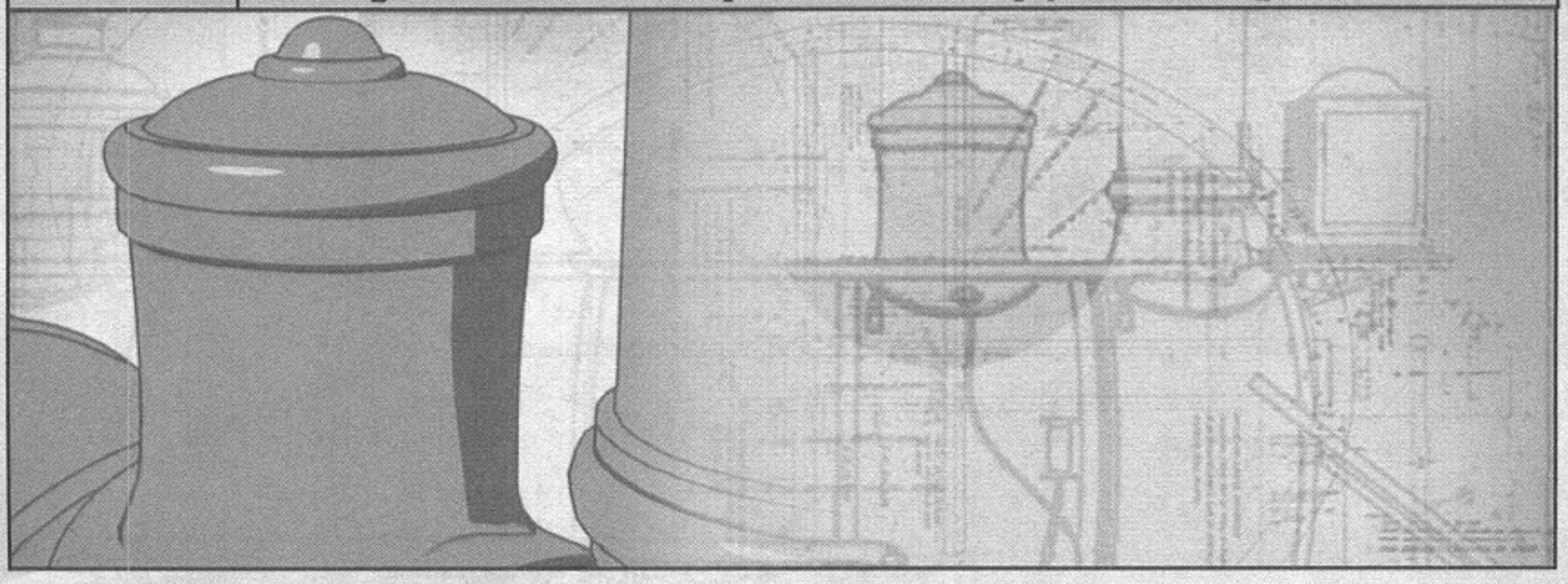
Another option is to wait until the last second and throw in a few unrealistically high bids. You might not want or need a patent, but your opponent might, and if you provoke a bidding war, then drop out before it concludes, you can get that opponent to waste an extra fifty or sixty grand on something he or she was going to get anyway.

In the unlikely event that no one bids on an auction, it remains open for 20 months. After that point, its effects enter the public domain and take effect for all active players.

Patent Directory

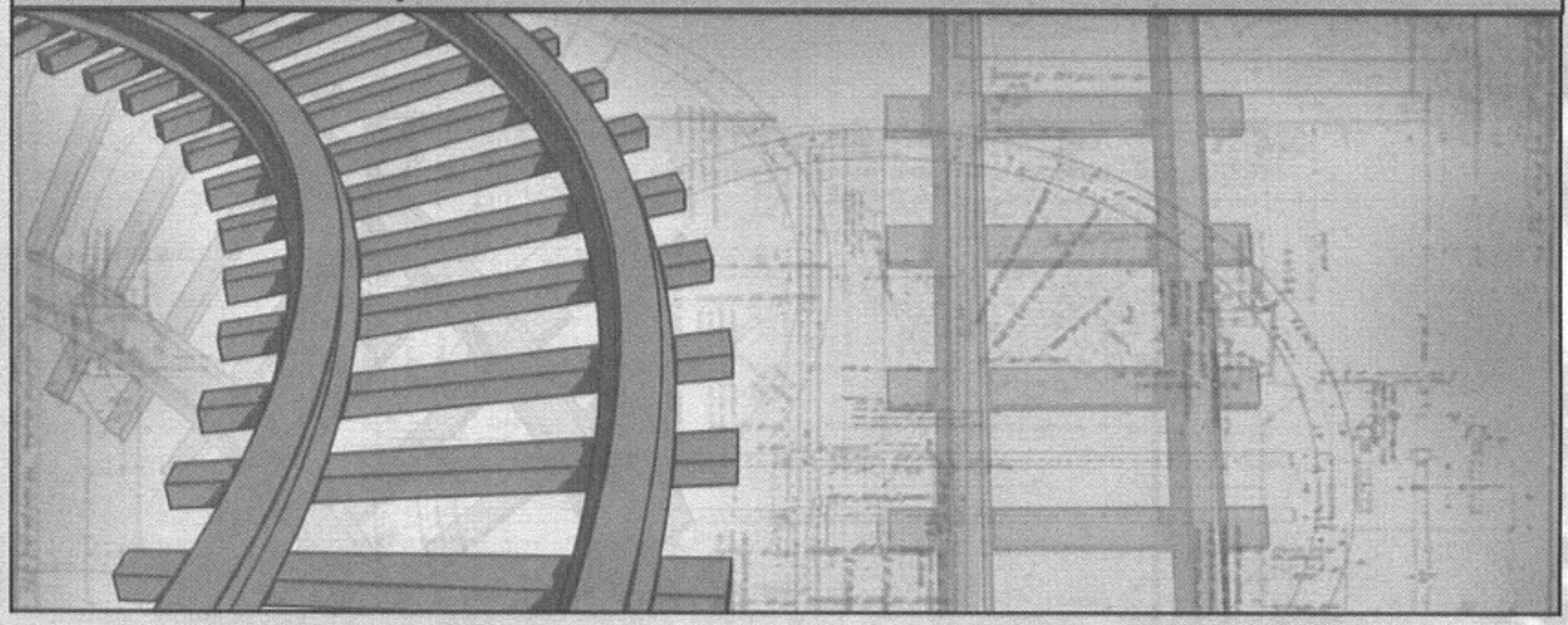
BALDWIN'S SANDBOX

Effect	+25% uphill climbing speed
Bid When	On hilly maps like France, Baldwin's Sandbox can save you some much-needed travel time. It's cheaper to grab this than it is to make expensive alterations to your rails' angle of descent. In reality, the Sandbox's in-game effect actually makes grades 25% less steep, rather than simply accelerating the train.



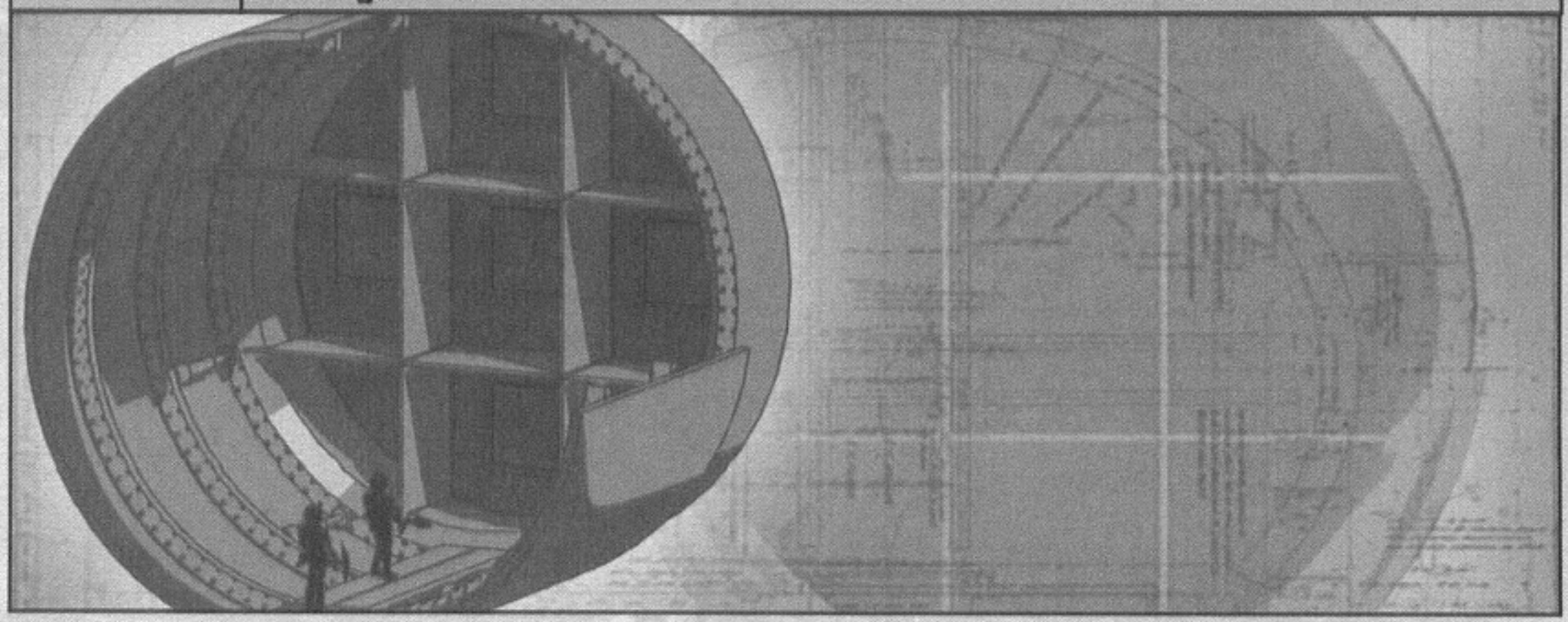
BIRKENSHAW'S MALLEABLE RAILS

Effect	-25% to track cost.
Bid When	If it's early in a match and you're still working on your supply routes, the Malleable Rails can save you some much-needed cash. Later on, when your railway network is firmly in place and you're making capital hand over fist, the Malleable Rails aren't quite as important. Basically, you either really need them or you won't need them at all.



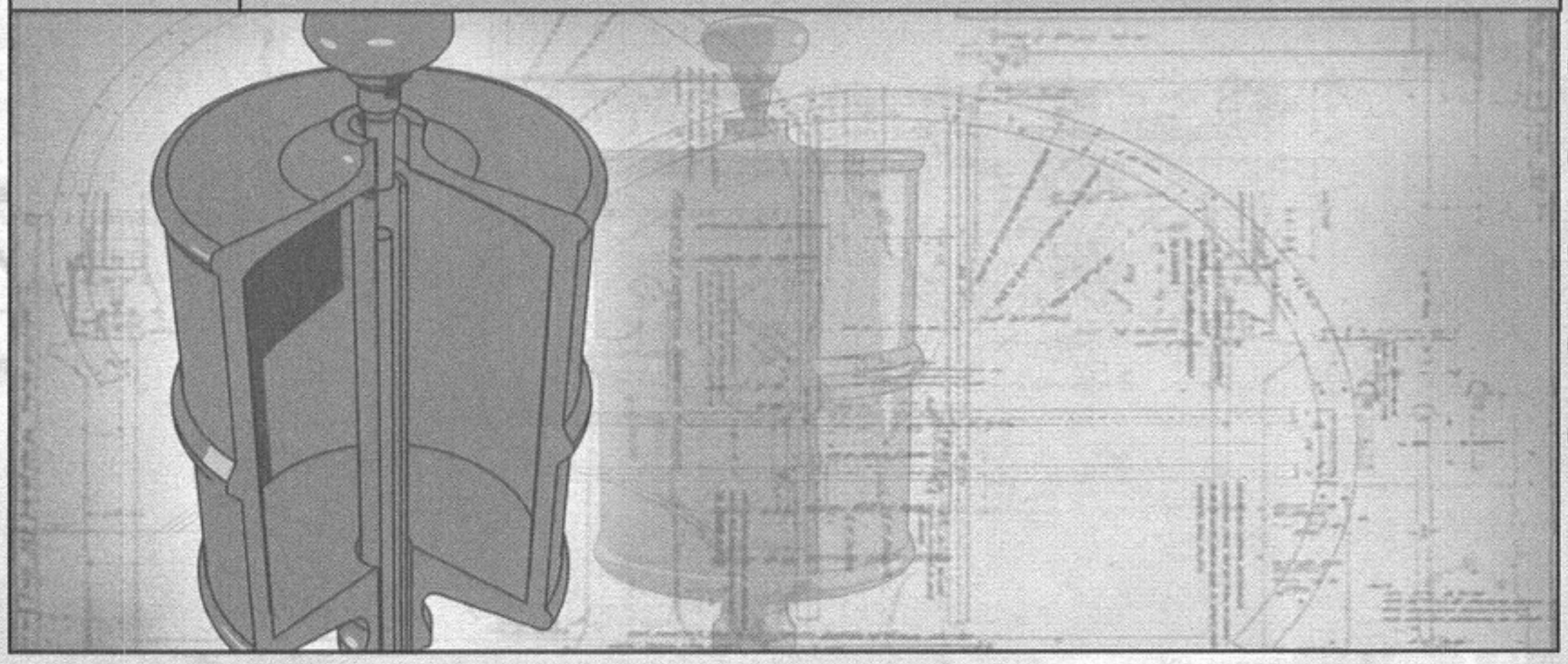
GREATHEAD TUNNELING SHIELD

Effect	-50% to tunnel cost.
Bid When	There are a handful of situations where you are almost forced to build a tunnel, like if you want to run a railway straight through a mine. In those situations, the Tunneling Shield can help keep the usually-extravagant costs down. However, there's not much the Shield can do for you that some careful routing can't.



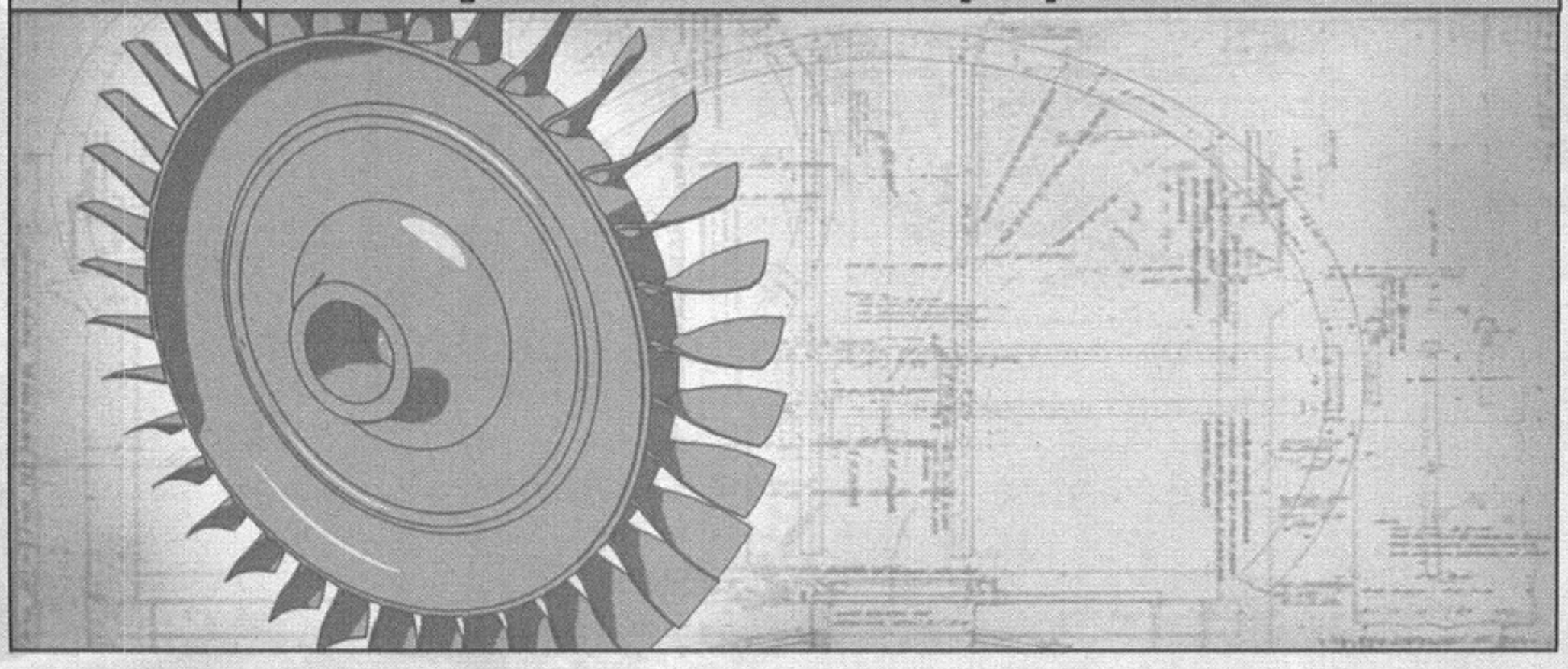
MCCOY LUBRICATOR

Effect	-50% train maintenance.
Bid When	The moment this pops up, jump on it. It's most effective late in the game when you're using some of the most advanced trains, but it's always good to have on your side. When this patent arises, quickly add up what ten years of maintenance costs will be and divide that in half. Don't bid more than this amount.



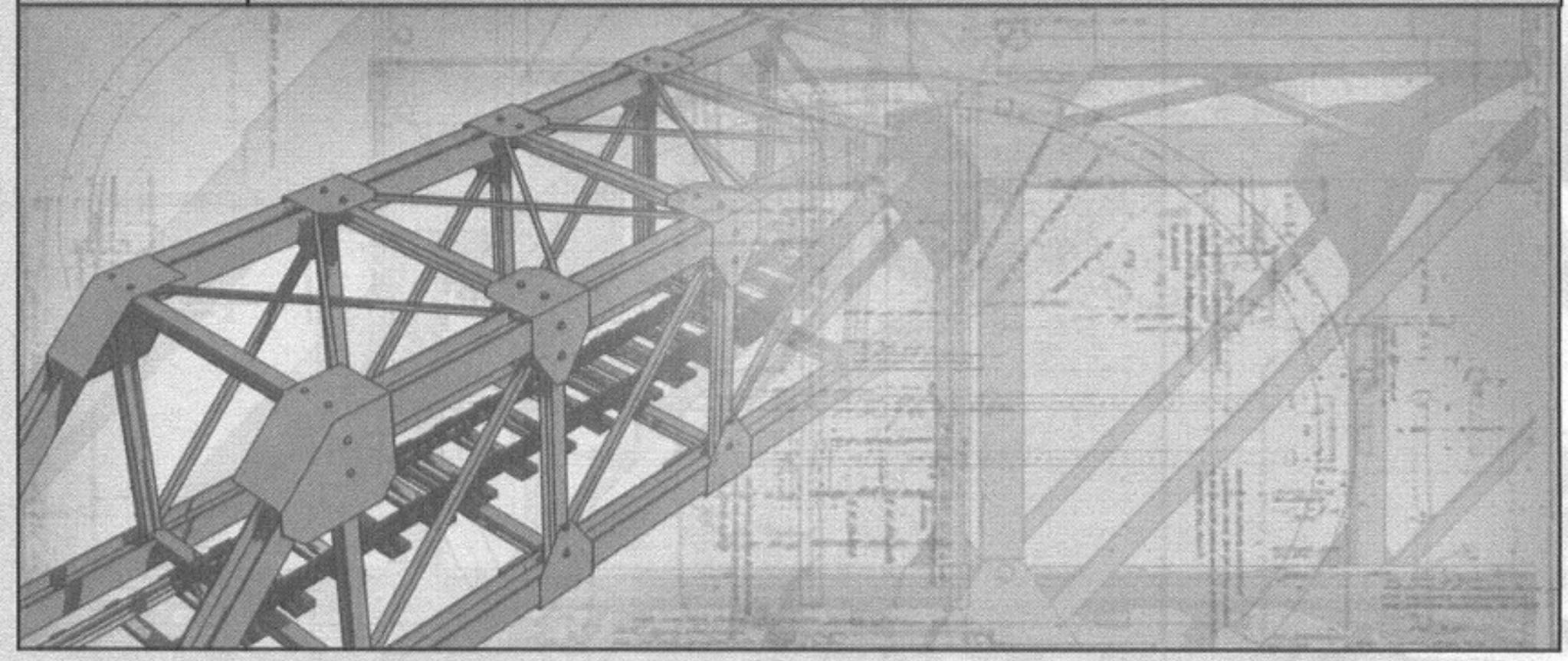
PARSONS STEAM TURBINE

Effect	+1 to number of cars engine can pull and still travel at top speed
Bid When	The only reason not to bother with the Steam Turbine is if your freight trains are already overstressing your industries' supply of goods. If the materials are there for the taking, though, go ahead and grab the Steam Turbine, then toss an extra freight car onto each train. It'll be pure profit.



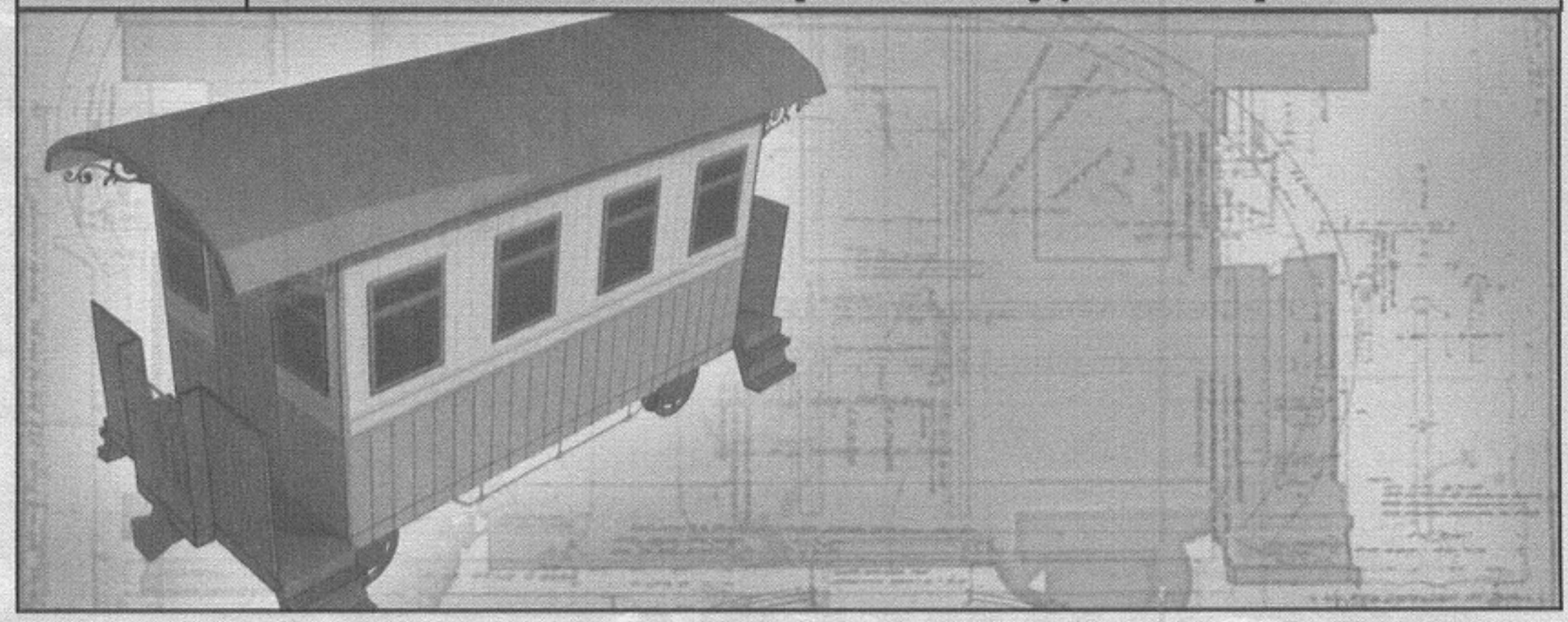
PRATT BRIDGE TRUSS

Effect	-50% bridge costs.
Bid When	On maps such as France and the American Northeast, you need bridges to accomplish scenario goals or to link up major cities. If the Bridge Truss shows up early, grab it, then start laying rails.



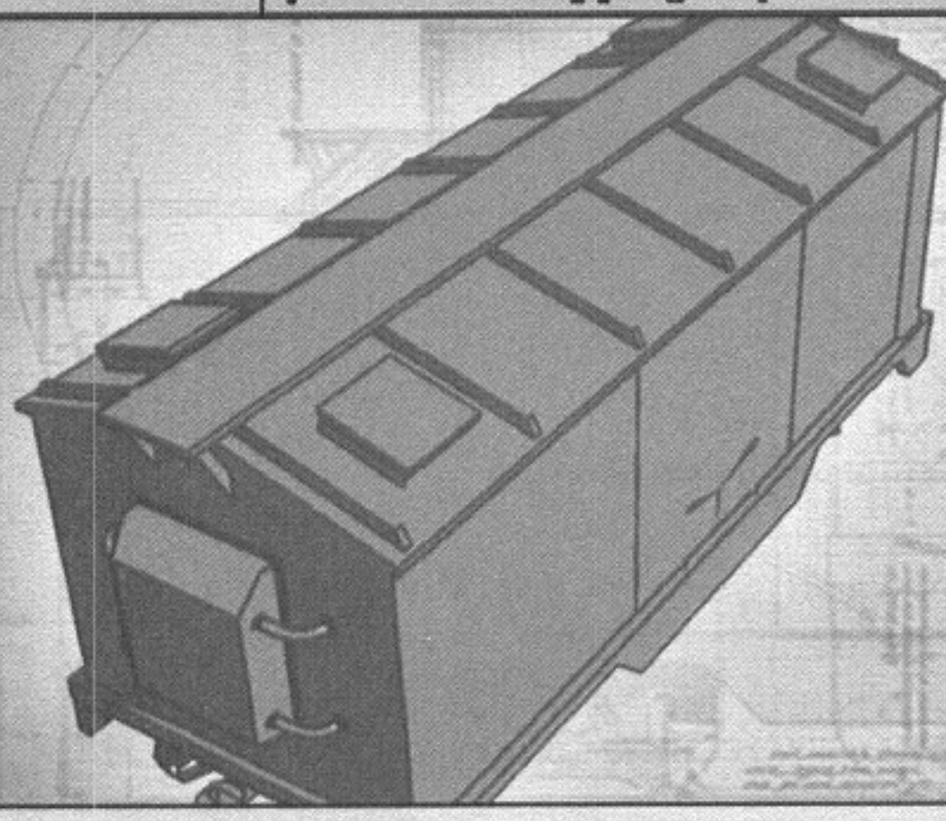
PULLMAN'S PALACE CAR

Effect	+25% passenger income.
Bid When	You can get your money's worth out of Pullman's Palace Car at almost any time, given how large a role passenger transport plays in most of the game. The exception is if this patent pops up early in a map like the American Southwest, when most of the settlements on the map are too small to supply or demand passengers. Late in the game, when passenger income is depressed by the advent of air and car travel, this patent can keep your routes profitable.



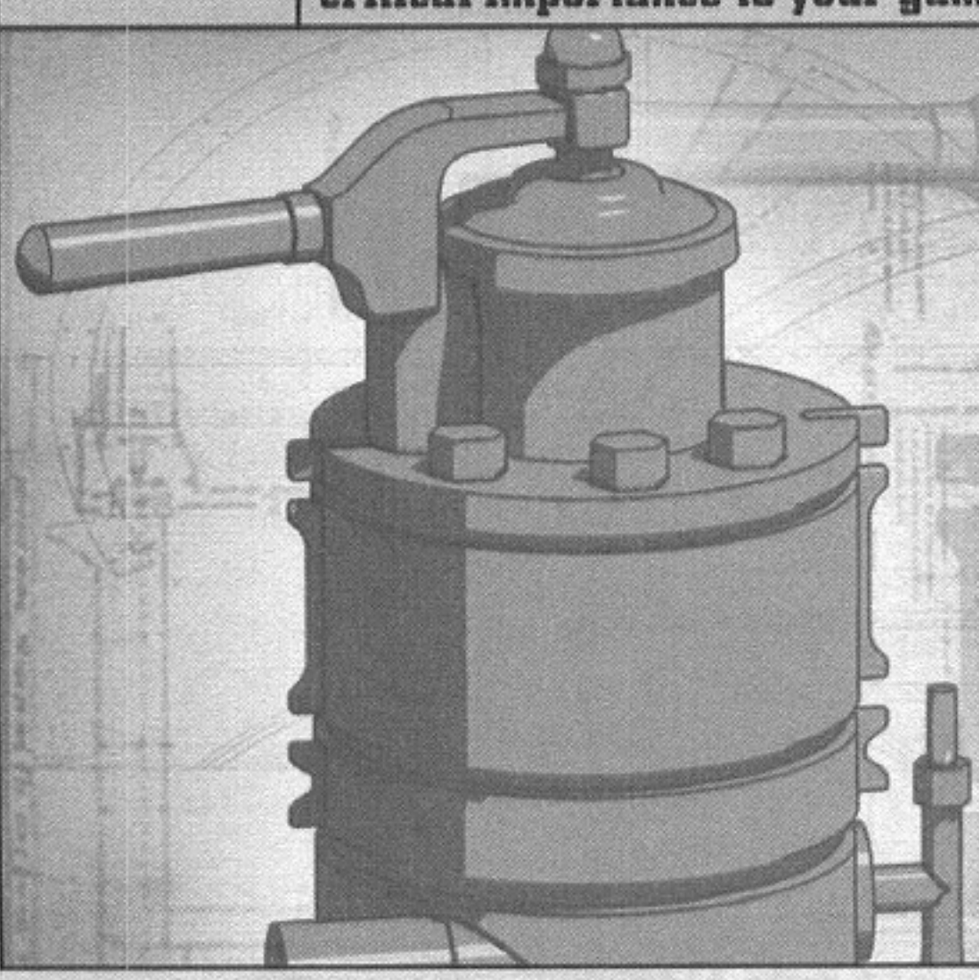
SWIFT'S REFRIGERATOR CAR

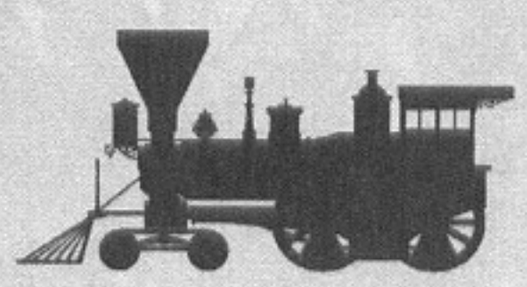
Effect	**+50% income from Food, Grain, Cornmeal, Fish, Swine, Livestock, and Milk cars.**
Bid When	**Food is in high enough demand throughout the game that there's no reason not to make shipping it a priority. As such, the Refrigerator Car provides you with a handy boost to your profits. The only reason not to put in a bid on it is if you're not shipping any food at all, which would be odd.**



WESTINGHOUSE AIR BRAKE

Effect	**+25% increase in their top speed in turns.**
Bid When	**If you've been forced by circumstance to build some tight turns into your railway system, go for the Air Brake. If the tight turns in question aren't of critical importance to your game plan, though, skip bidding on the Air Brake.**





ENGINE DIRECTORY AND TIMELINE

Sid Meier's Railroads! encompasses almost one hundred and sixty years of locomotive history, and you'll be there through it all. From the low-horsepower teacups on wheels of the early nineteenth century to the high-speed steel demons of the late twentieth, *Railroads!* puts you behind the stick on all of them. What engines to use and how you should use them are a major part of the game, and the topics are discussed here.

Customizing

When you purchase a new engine, upgrade an old one, or check the Trains Report (F4), you have the option to change the paint job and logo that your trains are sporting. Otherwise, most engines come off the line in the factory-standard colors they're sporting on the purchase screen.

It's not just fun to customize the look and logo of your engines; it's actually useful to do so. In high-traffic areas like centrally-located major cities, it can sometimes become difficult to tell the difference between other players' engines and yours. This goes double in singleplayer mode, as CPU opponents almost never opt to customize their trains.

As such, it's handy to give your engines a unique paint job and logo, so you don't waste any time trying to pick your train out of a crowd.

Cargo Types vs. Speed

As was touched upon earlier in this book, it's not enough just to get your cargo to market. You must get it there as fast as you can. The quicker your goods are on shelves, the faster you make money, and the faster your rapidly-devaluing engine can get back on the road towards its next destination.

Towards that end, it's important to achieve a balance when you're loading up your trains. A large number of cars might ensure a healthy payout, but that doesn't matter if the train takes three years to get where it's going.

Going strictly by the information contained in the game, you might think that there's no real difference between types of cargo, with the exception of passengers. Such isn't actually the case, however.

Freight is divided into three categories by weight: Fast Freight, Freight, Bulk Freight.

The lighter the freight, the easier it is for an engine to pull it, and thus, the faster the engine can go.

Fast Freight

These are light cargo that cause a minimum reduction in speed, and as such, are great goods to tack onto the back of a passenger train for some extra money. It also helps that some Towns, most Cities, and all Metropolises will come to demand Food, meaning you can kill two birds with one stone.

Fast Freight includes

- Beer
- Fish
- Food
- Grapes
- Paper
- Textiles
- Wine
- Wool

Freight

Since Freight class items are heavier, it's not a great idea to transport these goods at the same time as anything else.

Freight includes

- Cornmeal
- Grain
- Livestock
- Manufactured Goods
- Medicine
- Milk
- Nitrates
- Ore

Bulk Freight

Until you get to the midpoint of a scenario and some of the high-powered freight engines become available, odds are good that you won't be able to conveniently transport bulk freight over long distances unless it's one carload at a time.

Bulk Freight includes

- Arms
- Automobiles
- Coal
- Gold
- Oil
- Steel
- Swine

ENGINES AT A GLANCE

The following tables provide a quick overview of all the available engines in *Sid Meier's Railroads!*, organizing them by their nations of origin, then by the order in which they'll become available for purchase over the course of the game. The pages that follow provide more information and images for each engine.

UNITED STATES, 1830-1970								
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
0-4-0 Grasshopper	1830	$10,000	30	2	Passengers	$500	1	1
4-2-0 Norris	1834	$20,000	40	3	Passengers	$1,000	2	1-2
4-4-0 American	1843	$30,000	50	5	Passengers	$2,000	2	1-2
2-6-0 Mogul	1856	$30,000	50	17	Freight	$2,500	3	2-3
4-6-0 Ten Wheeler	1866	$40,000	60	6	Passengers	$3,000	3	2
2-8-0 Consolidation	1880	$40,000	60	21	Freight	$3,500	3	2-3
4-6-2 Pacific	1900	$60,000	80	6	Passenger	$4,000	2	1-2
2-8-2 Mikado	1910	$50,000	60	25	Freight	$4,000	7-8	5-6
P5-a 2-Co-2	1925	$60,000	70	18	Freight	$4,000	7	4-5
EMD F-Series	1935	$65,000	80	5	Passengers	$4,500	4	2-3
4-8-4 Golden State	1940	$80,000	90	16	Mixed	$4,500	5	3-4
EMD GP-Series	1950	$90,000	120	14	Passengers	$5,000	6	4-5

GREAT BRITAIN 1829-1957

Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
2-2-0 Planet	1828	£10,000	30	2	Passengers	£500	1	1
2-2-2 Patentee	1834	£20,000	40	3	Passengers	£1,000	1	1
4-2-2 Iron Duke	1845	£30,000	50	4	Passengers	£2,000	2	1
0-6-0 Dx Goods	1857	£30,000	50	19	Freight	£2500	2	1-2
4-2-2 Stirling	1868	£40,000	60	1	Passengers	£3,000	2	1
4-2-2 Johnson Midland Spinner	1886	£35,000	60	9	Mixed	£3500	3	1-2
4-4-0 Claud Hamilton	1896	£50,000	80	5	Passengers	£4,000	2	1-2
0-8-0 Webb Compound	1903	£50,000	80	19	Freight	£4,000	2	1-2
ES1 Bo-Bo	1906	£60,000	100	5	Passengers	£3,000	2	2
4-6-2 A1	1922	£65,000	90	13	Mixed	£4,000	3	1-2
4-6-2 A4	1935	£70,000	90	2	Passengers	£4500	3	2-3
Class 40 1-Co-Co-1 Diesel	1952	£75,000	90	15	Mixed	£3,000	8	4-6

GERMANY, 1835-1980

Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
2-2-2 Adler	1834	DM20,000	40	3	Passengers	DM1,000	2	1
2-2-2 Beuth	1843	DM30,000	50	5	Passengers	DM2,000	2	1
2-4-0 Médoc	1857	DM30,000	50	23	Freight	DM2500	2	1-2
4-4-0 Class S3	1880	DM40,000	60	6	Passengers	DM3500	2	1-2
4-6-0 Class P8	1900	DM60,000	60	11	Mixed	DM4,000	3	2-3
4-4-2 de Glehn Atlantic	1910	DM40,000	80	8	Passengers	DM3500	3	1-2
Ge 6/6 Crocodile Electric	1920	DM50,000	40	9	Mixed	DM2,000	7	4-6
4-6-2 Class 01	1925	DM65,000	70	8	Passengers	DM4,000	4	2-3
1-Do-1 Class E18 Electric	1935	DM70,000	100	8	Passengers	DM4,000	3	2-3
V200 Diesel	1952	DM70,000	90	37	Freight	DM4,000	4	2-3
Re 6/6 Bo-Bo-Bo	1970	DM80,000	90	15	Mixed	DM3,000	8	5-6

FRANCE, 1842-1989

Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-2-0 Norris	1834	F20,000	40	3	Passengers	F1,000	2	1-2
4-2-0 Crampton	1852	F25,000	50	5	Passengers	F2,000	2	1-2
2-4-0 Médoc	1857	F30,000	50	23	Freight	F2500	2	1-2
2-4-2 Class 121	1879	F40,000	60	2	Passengers	F3,000	1	1-2
4-4-2 de Glehn Atlantic	1910	F40,000	80	8	Passengers	F3500	3	1-2
Ge 6/6 Crocodile Electric	1920	F50,000	40	9	Mixed	F2,000	7	4-6
4-6-2 Nord Pacific	1931	F60,000	70	8	Passengers	F3500	4	2-3
4-8-4 242 A1	1935	F60,000	80	?	Mixed	F3500	4	2-3
2-8-2 Class 141	1942	F70,000	70	17	Freight	F4,000	7	4-5
Re 6/6 Bo-Bo-Bo	1970	F80,000	90	15	Mixed	F3,000	8	5-6
TGV	1981	F10,0000	200	5	Passengers	F1200	2	NA

ENGINE DIRECTORY

Legend

PURCHASE YEAR The year that the engine becomes available for purchase. Watch for a special event announcing the introduction of the engine in January of that year.

PURCHASE COST The cost of the engine.

TOP SPEED (MPH) The top speed the engine is capable of, assuming it's unencumbered and on a flat, straight rail.

POWER The power of the engine. The higher the engine's Power rating, the more cargo it can conveniently carry.

PREFERRED CARGO An engine that's better for hauling passengers has a more drastic reduction in its potential speed with each car you attach to it. A freight engine, comparatively, will lose speed more gradually.

STAY ON TRACK!

If the terrain is rough, a freight-preferred (i.e. Golden State) engine rather than a passenger engine of the same speed will be a better choice

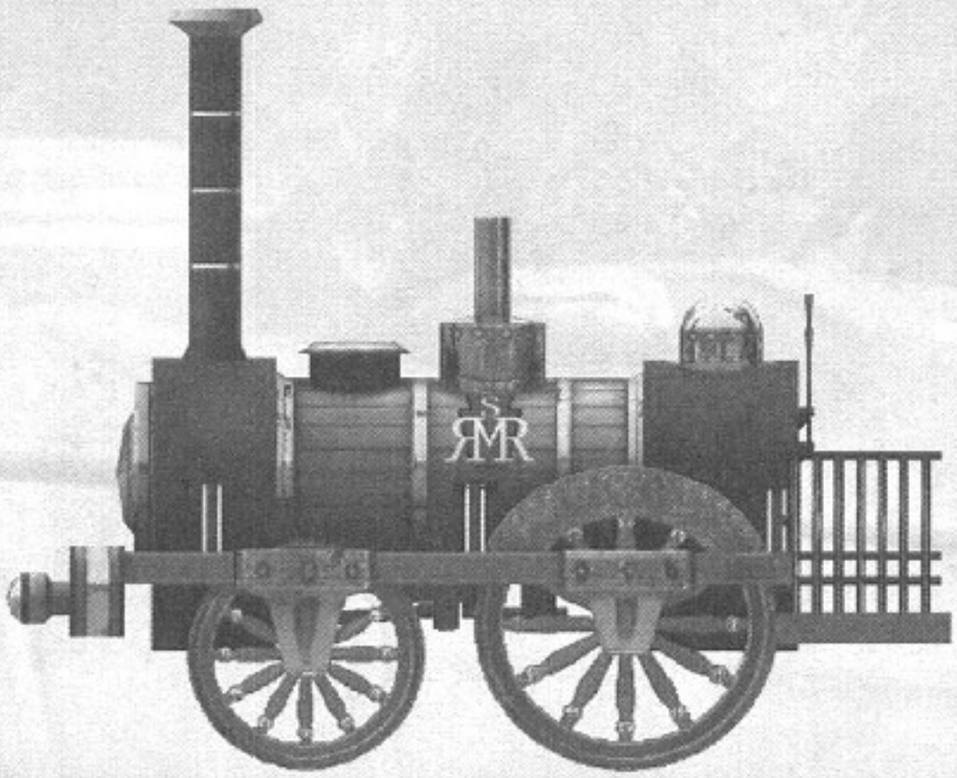
INITIAL MAINTENANCE COST The cost of acquiring new parts to repair and maintain the engine. This cost is automatically deducted from your cash total approximately once every three months. After every ten years of the train's service, this cost goes up by $500.

OPTIMAL PASSENGER CARS This is the number of passenger cars that the engine can haul across a flat, straight track while still maintaining its top speed.

OPTIMAL FREIGHT CARS This is the number of freight cars that the engine can haul across a flat, straight track while still maintaining its top speed.

ENGINE SPEED VS. FREIGHT AND NUMBER OF CARS Apply a little math to the provided information and the following tables shown here emerge. Use them to figure out just how fast your engine will move with a certain number of cargo cars attached to it.

2-2-0 Planet

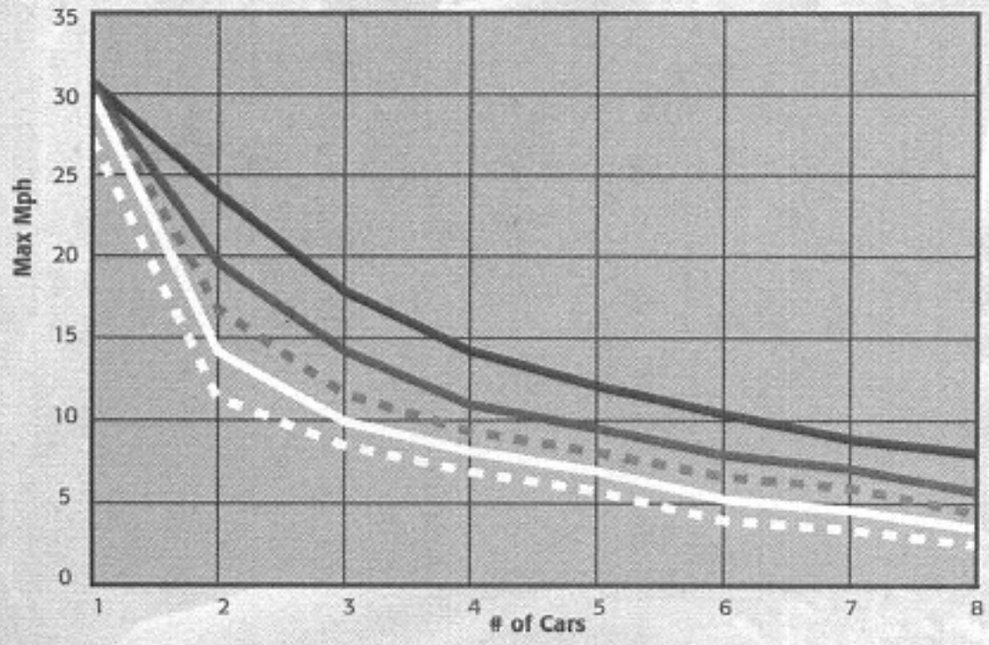


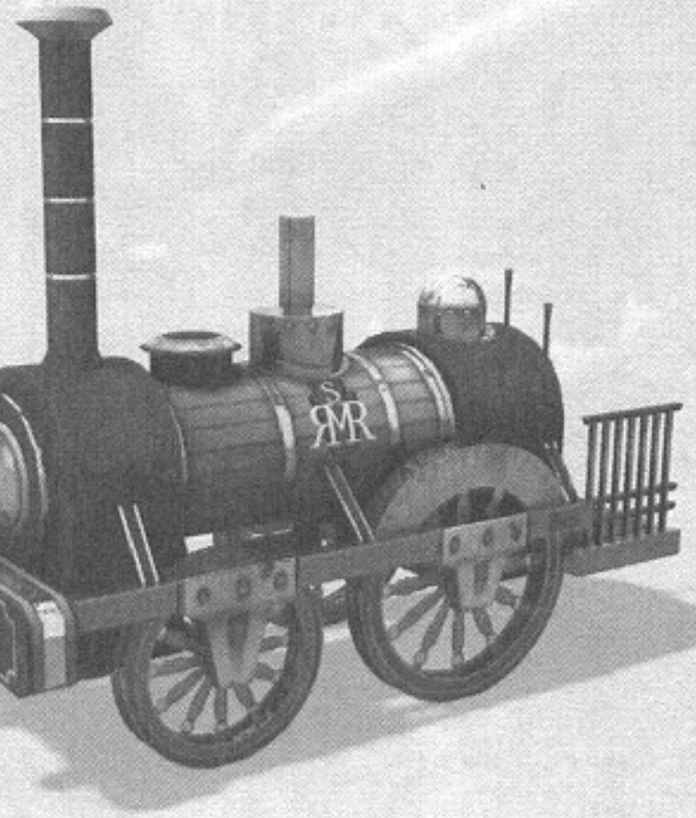
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
2-2-0 Planet	1828	10,000	30	2	Passengers	500	1	1

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	30	23	17	13	11	9	8	7
Passenger	30	19	14	11	9	7	6	6
Fast Freight	27	16	11	9	7	6	5	5
Freight	24	14	10	8	6	5	5	4
Bulk Freight	21	12	9	7	5	5	4	3

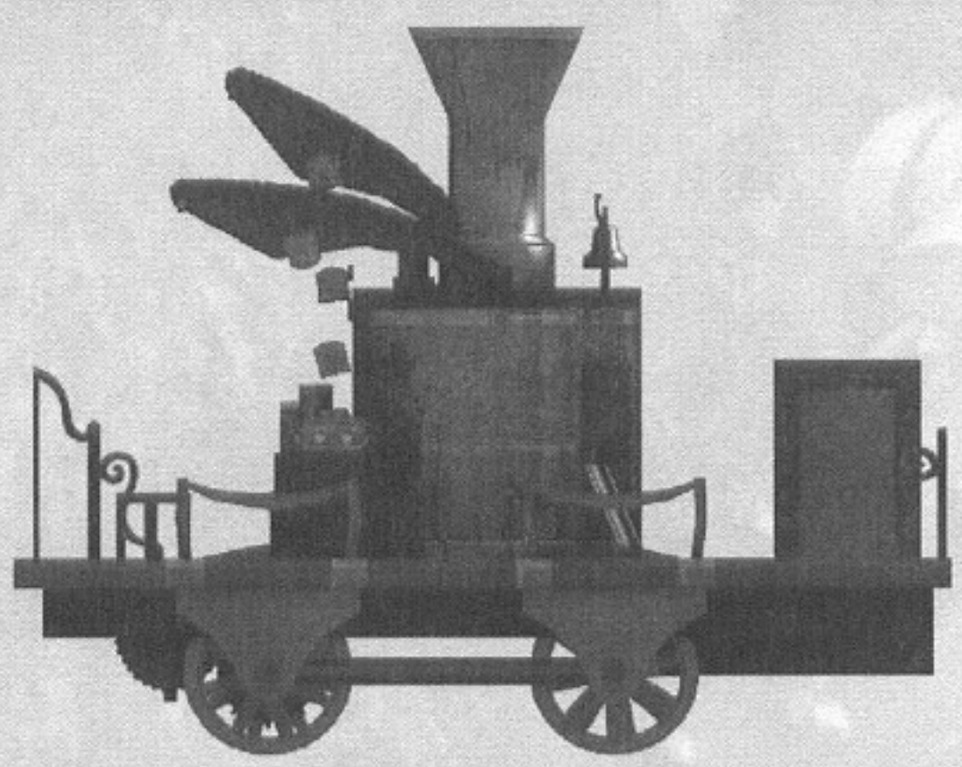
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight



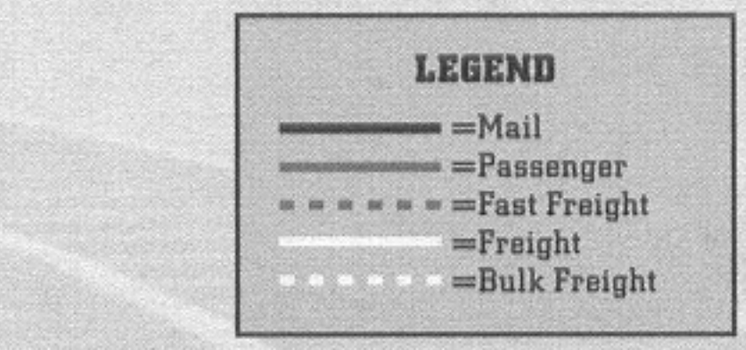


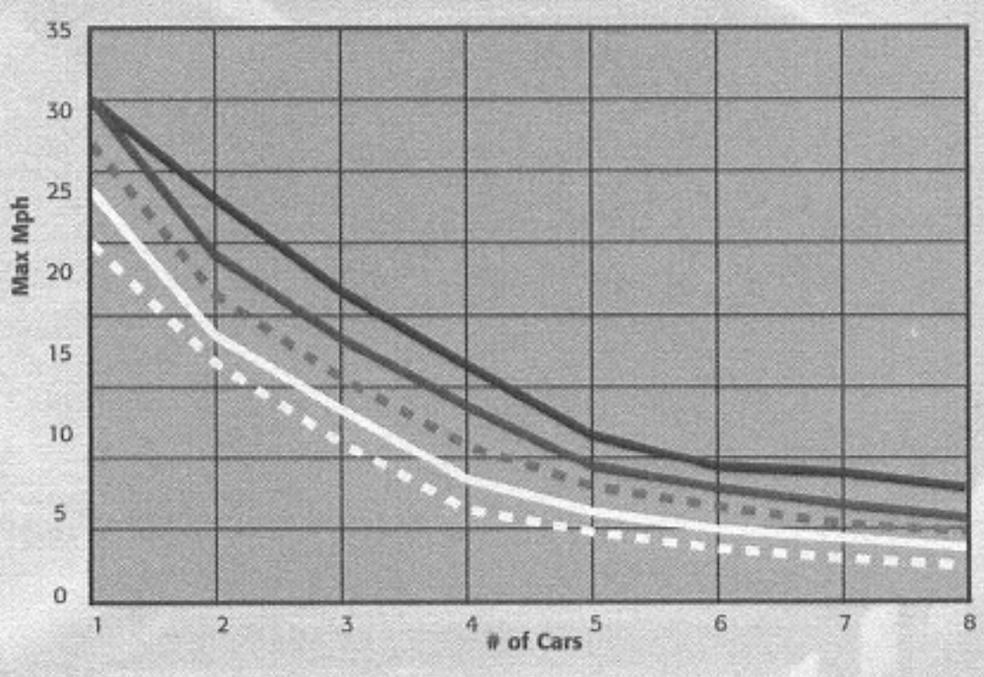
0-4-0 Grasshopper

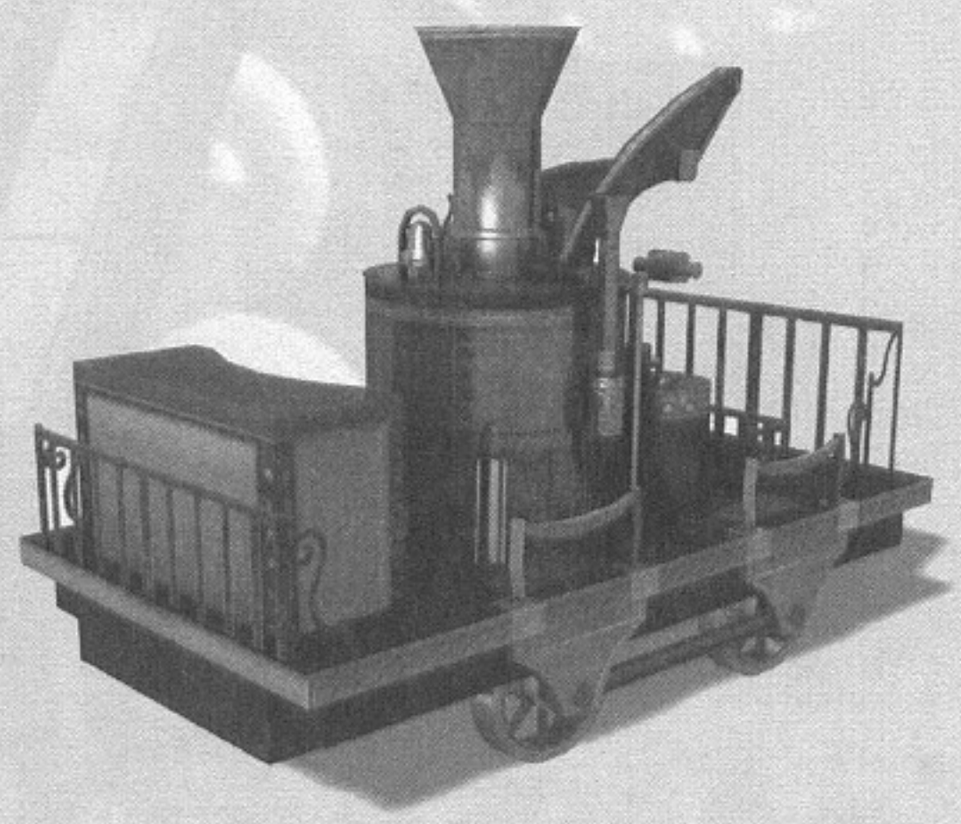


Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
0-4-0 Grasshopper	1830	10,000	30	2	Passengers	500	1	1

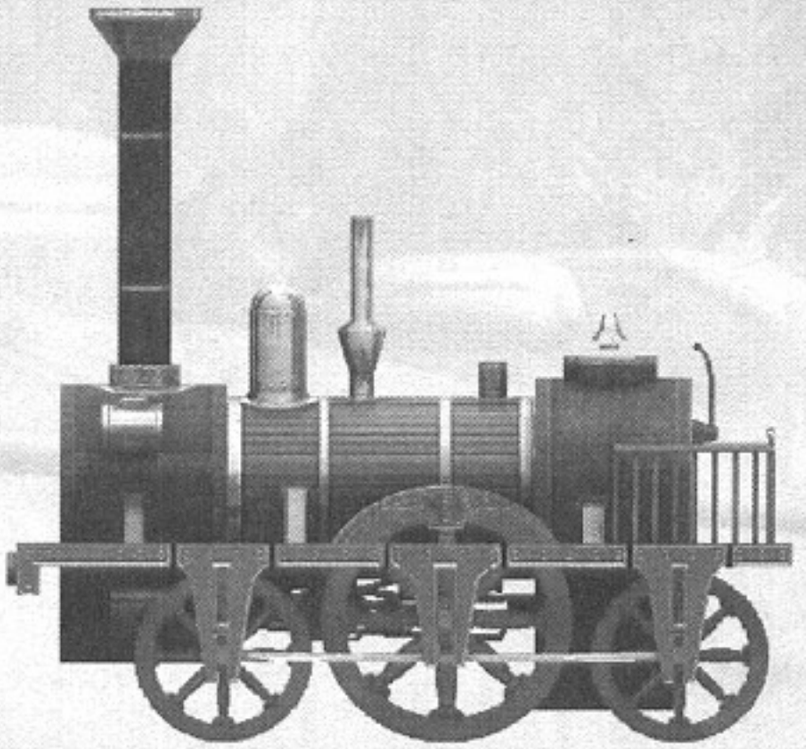
Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	30	23	17	13	11	9	8	7
Passenger	30	19	14	11	9	7	6	6
Fast Freight	27	16	11	9	7	6	5	5
Freight	24	14	10	8	6	5	5	4
Bulk Freight	21	12	9	7	5	5	4	3







2-2-2 Adler

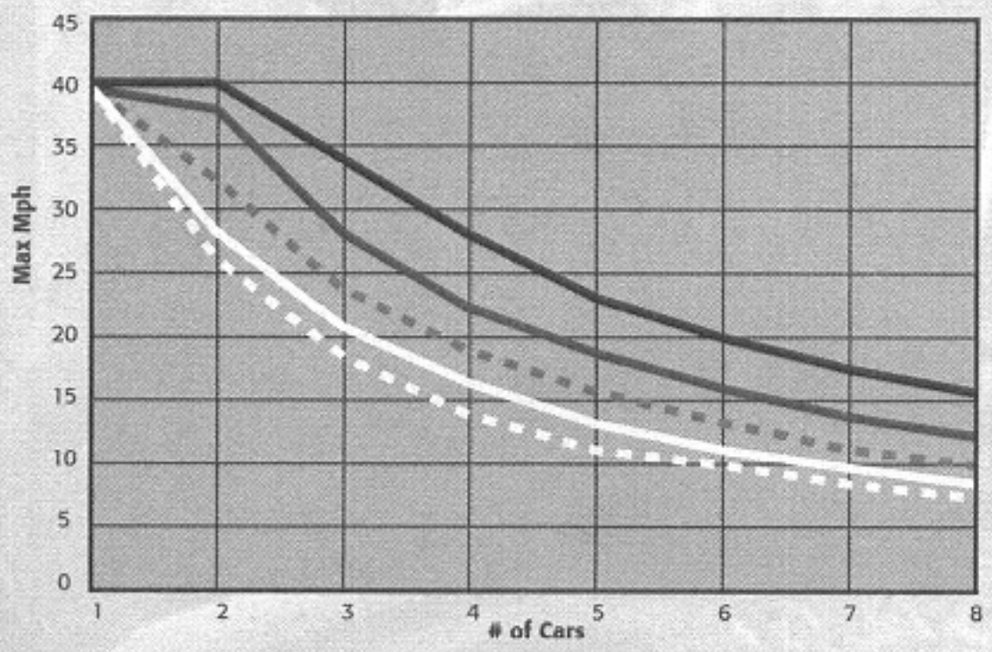


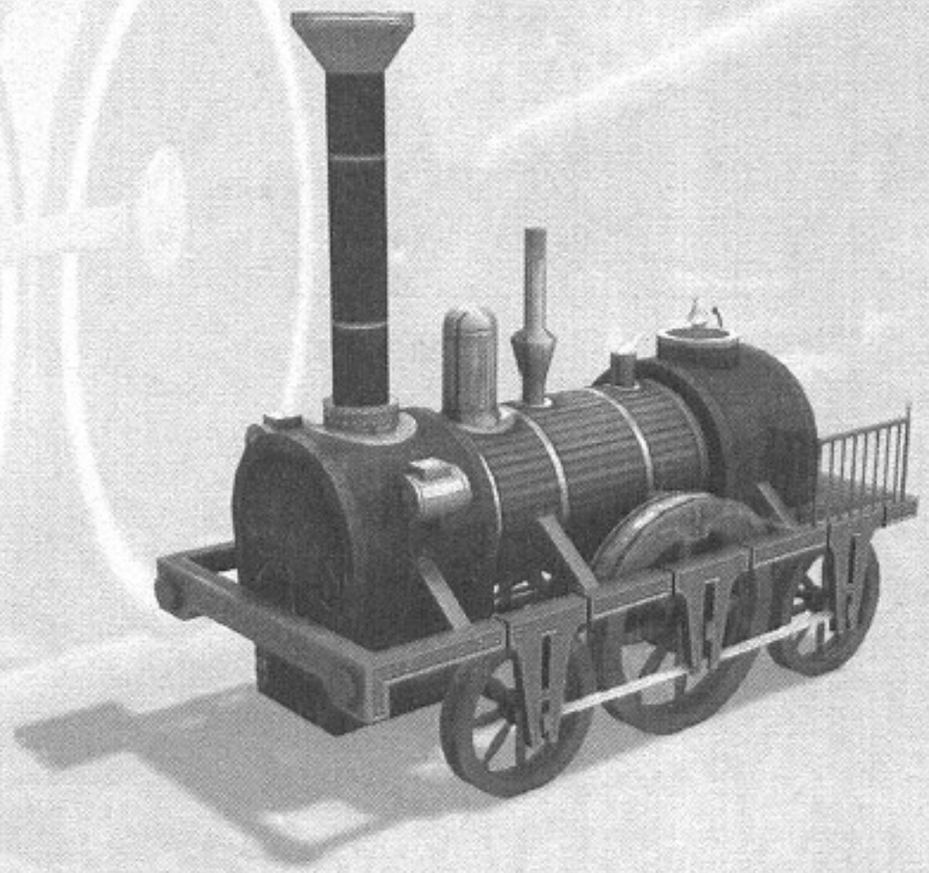
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
2-2-2 Adler	1834	20,000	40	3	Passengers	1,000	2	1

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	40	40	34	28	23	20	18	16
Passenger	40	38	28	23	19	16	14	12
Fast Freight	40	33	24	19	16	13	12	10
Freight	40	29	21	16	13	11	10	9
Bulk Freight	40	26	18	14	12	10	9	8

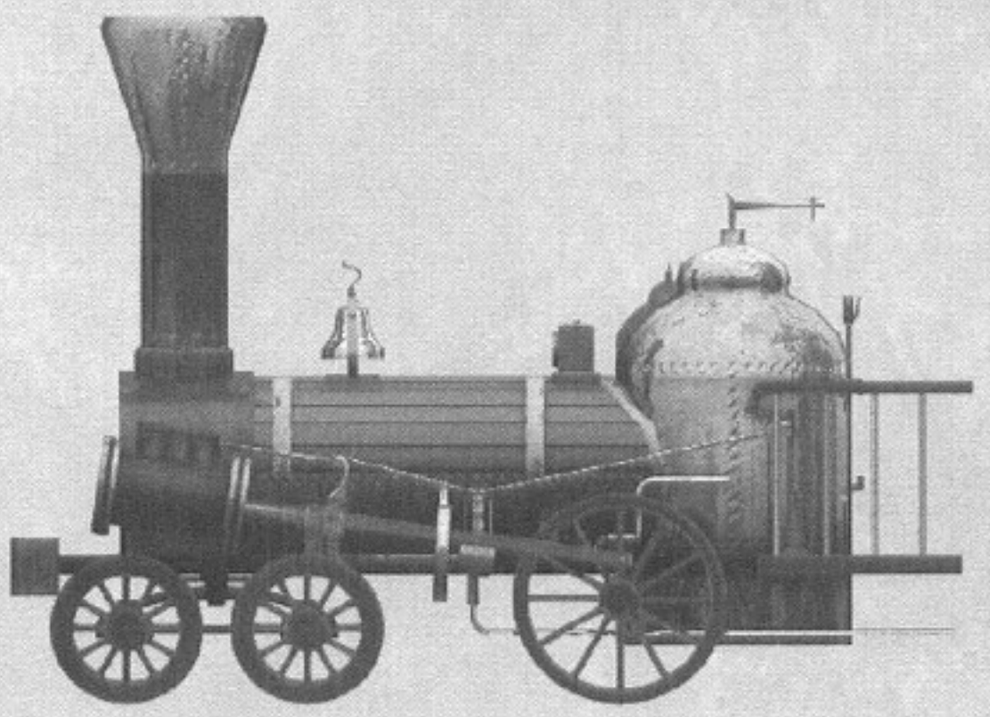
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight





4-2-0 Norris

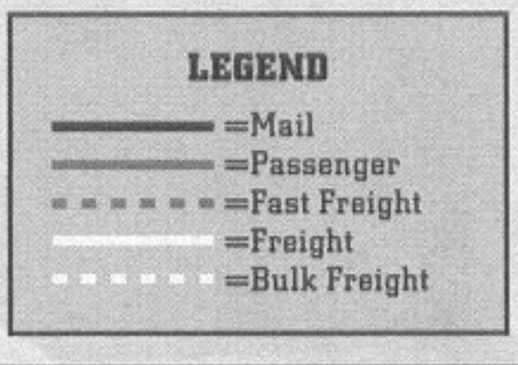


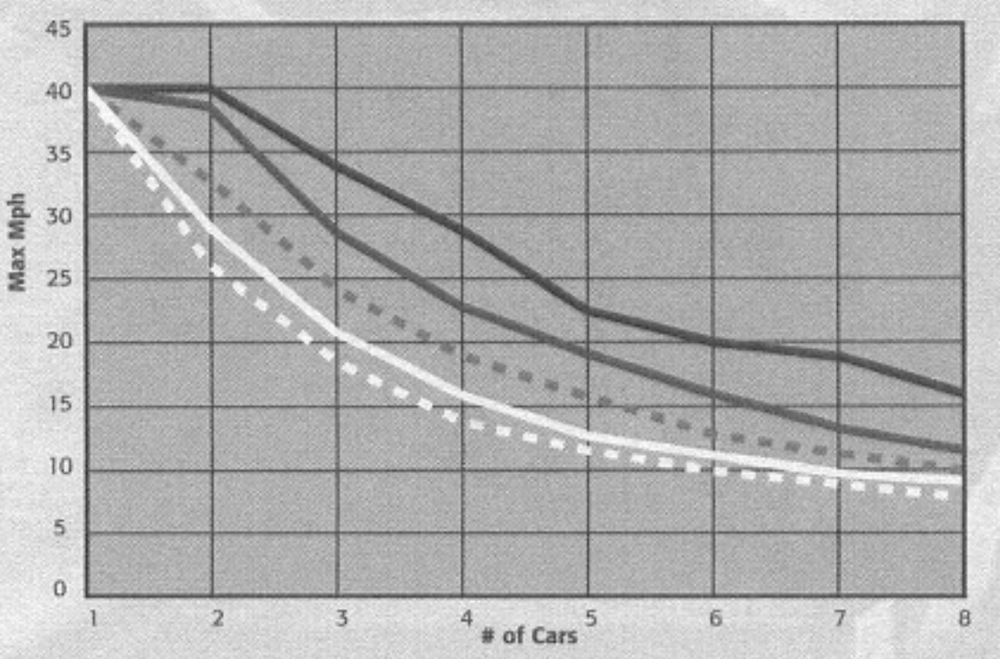
STAY ON TRACK!

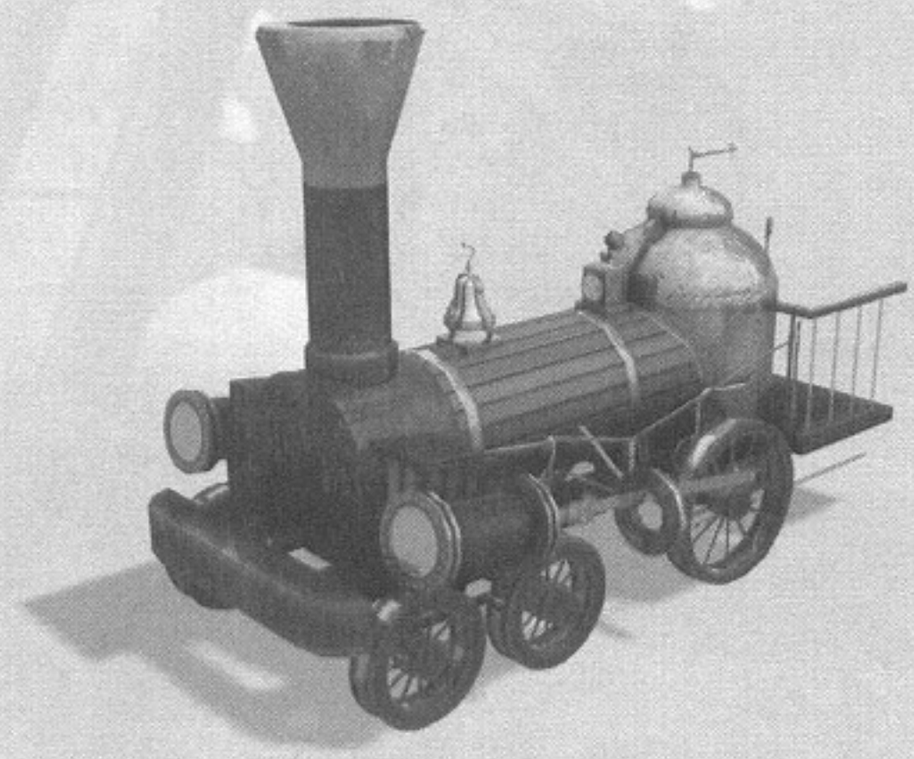
The Norris comes along only three years after the seriously underpowered Grasshopper. It's almost always worth it to wait until this more powerful engine comes on the market rather than wasting money on an engine that necessity will compel you to upgrade before its time.

Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-2-0 Norris	1834	20,000	40	3	Passengers	1,000	2	1-2

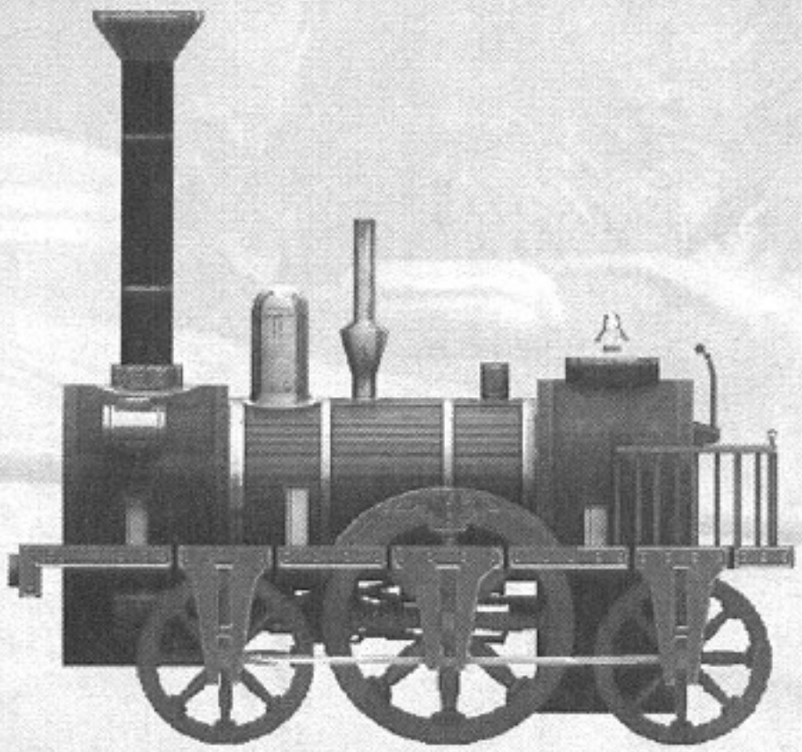
Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	40	40	34	28	23	20	18	16
Passenger	40	38	28	23	19	16	14	12
Fast Freight	40	33	24	19	16	13	12	10
Freight	40	29	21	16	13	11	10	9
Bulk Freight	40	26	18	14	12	10	9	8







Patentee

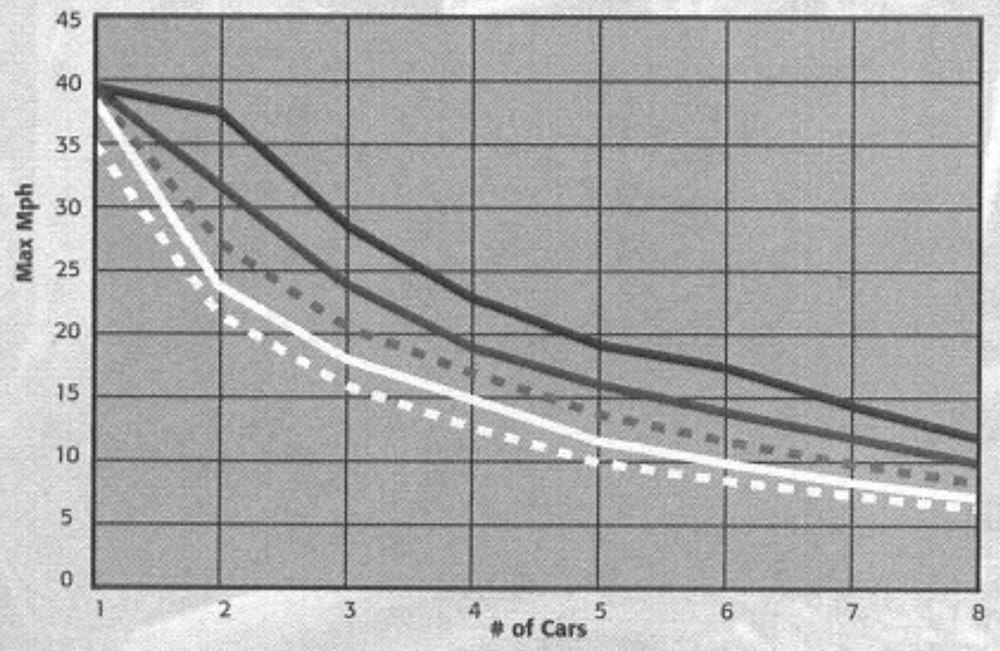


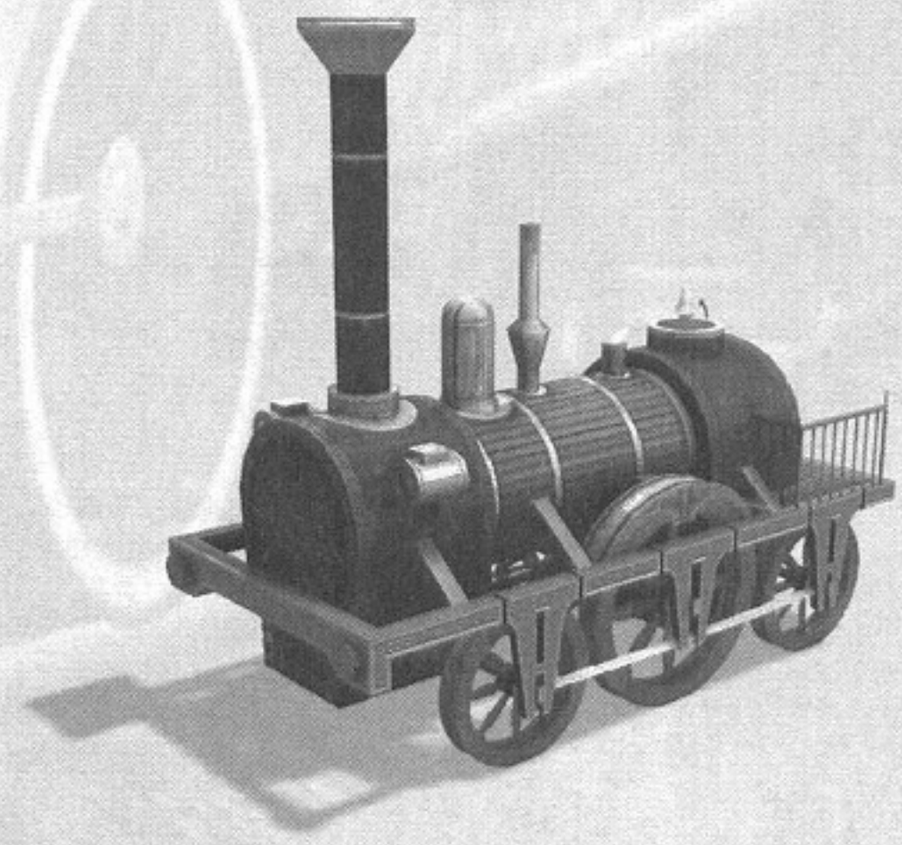
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
2-2-2 Patentee	1834	20,000	40	3	Passengers	1,000	1	1

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	40	38	29	23	19	17	15	13
Passenger	40	32	24	19	16	13	12	10
Fast Freight	40	27	20	16	13	11	10	9
Freight	39	24	17	14	11	10	8	7
Bulk Freight	35	21	15	12	10	8	7	6

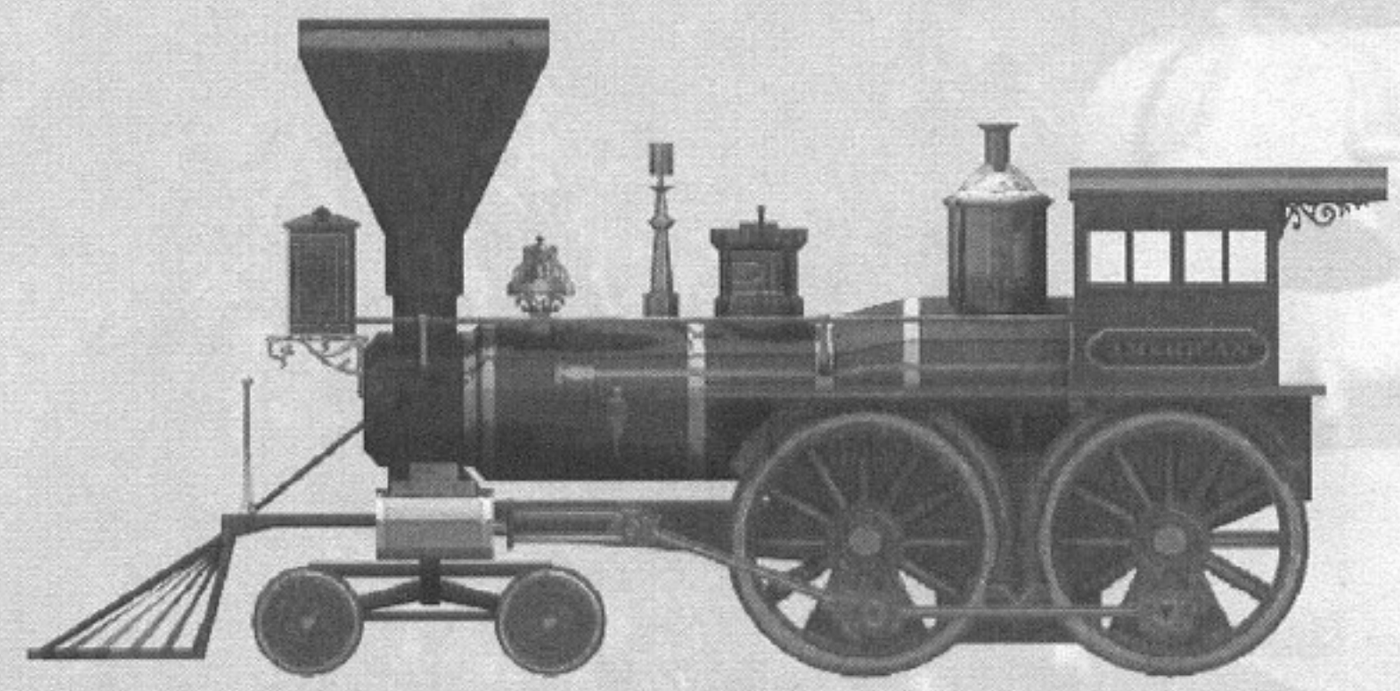
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight





4-4-0 American

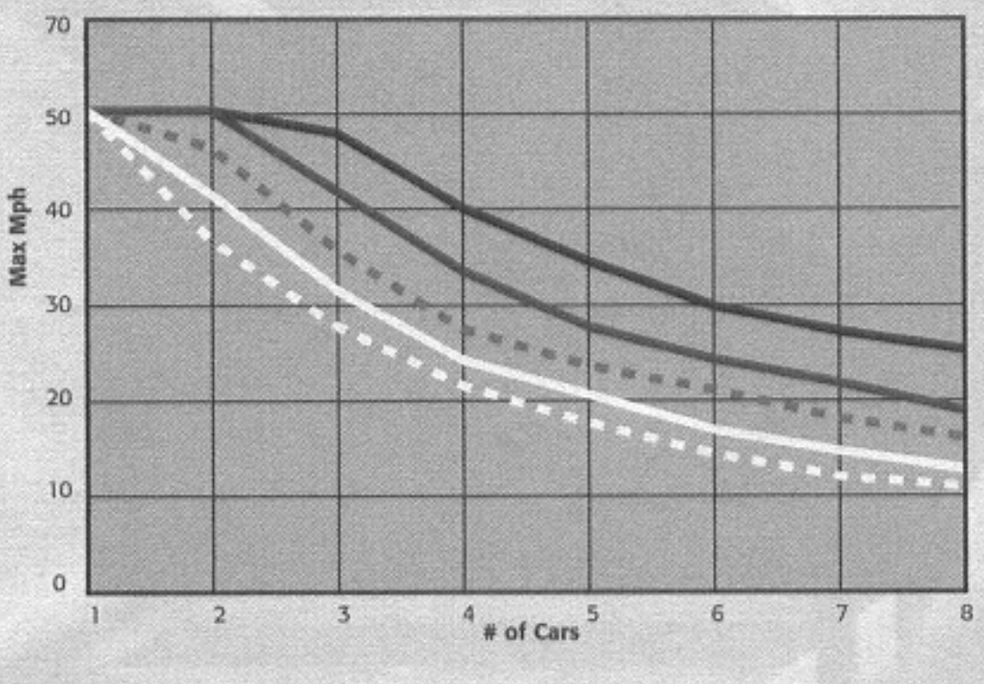


Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-4-0 American	1843	30,000	50	5	Passengers	2,000	2	1-2

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	50	50	48	40	34	30	27	24
Passenger	50	50	41	33	28	24	22	19
Fast Freight	50	46	35	29	24	21	18	16
Freight	50	41	31	25	21	18	16	14
Bulk Freight	50	38	28	22	18	16	14	12

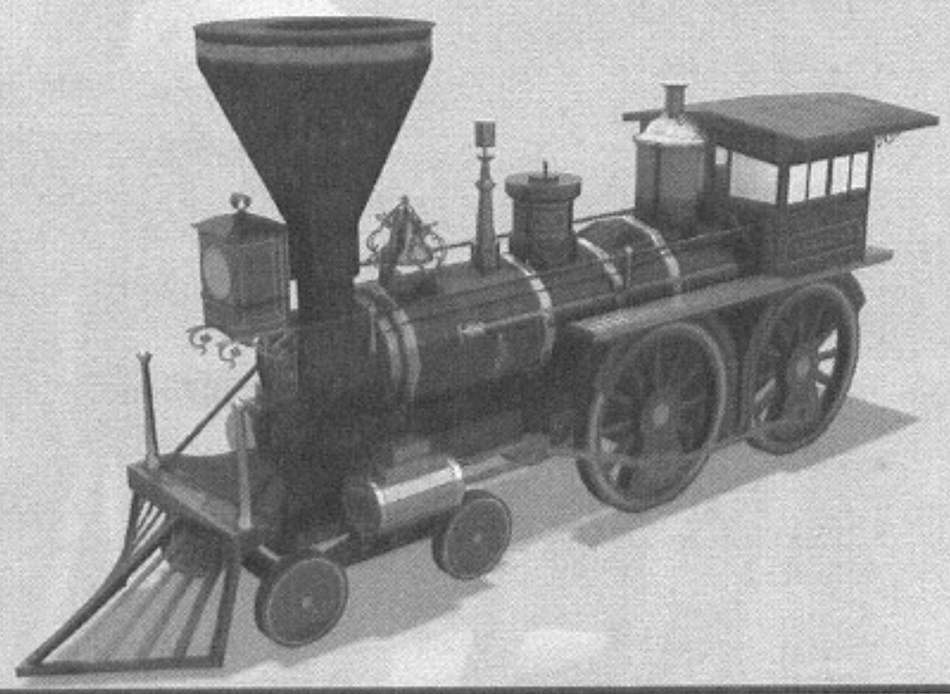
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight

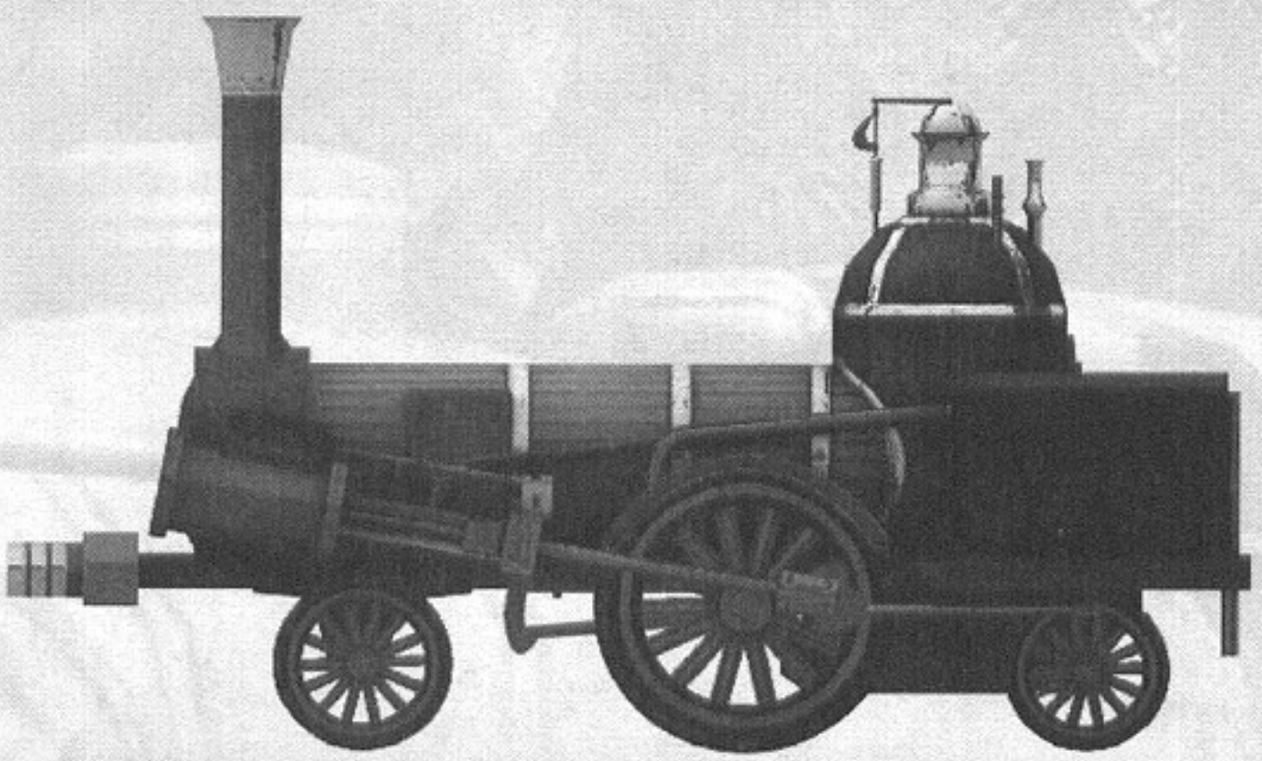


STAY ON TRACK!

The American represents a big step forward for your passenger lines. Upgrade all your old passenger engines as soon as you can afford it.



2-2-2 Beuth

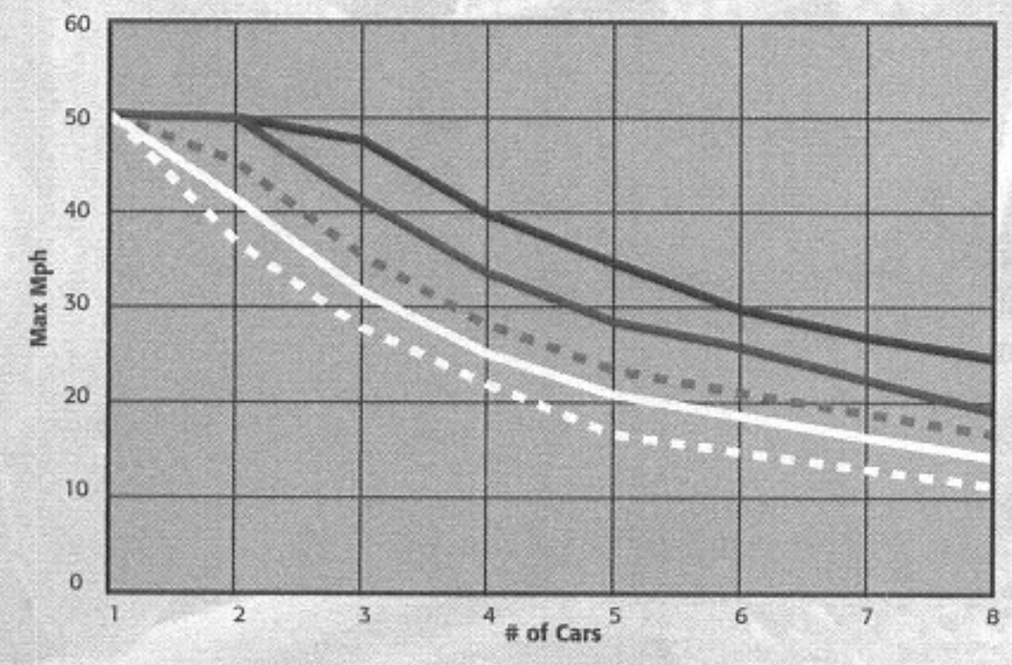


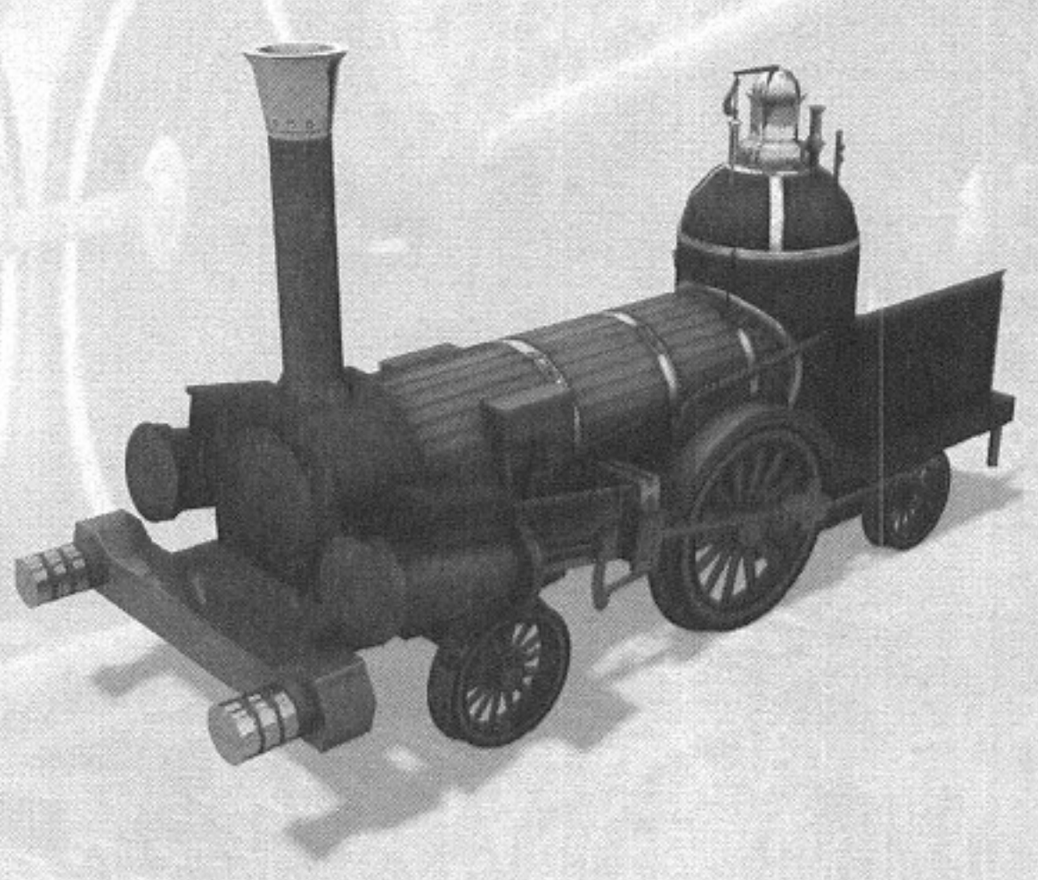
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
2-2-2 Beuth	1843	30,000	50	5	Passengers	2,000	2	1

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	50	50	48	40	34	30	27	24
Passenger	50	50	41	33	28	24	22	19
Fast Freight	50	46	35	29	24	21	18	16
Freight	50	41	31	25	21	18	16	14
Bulk Freight	50	38	28	22	18	16	14	12

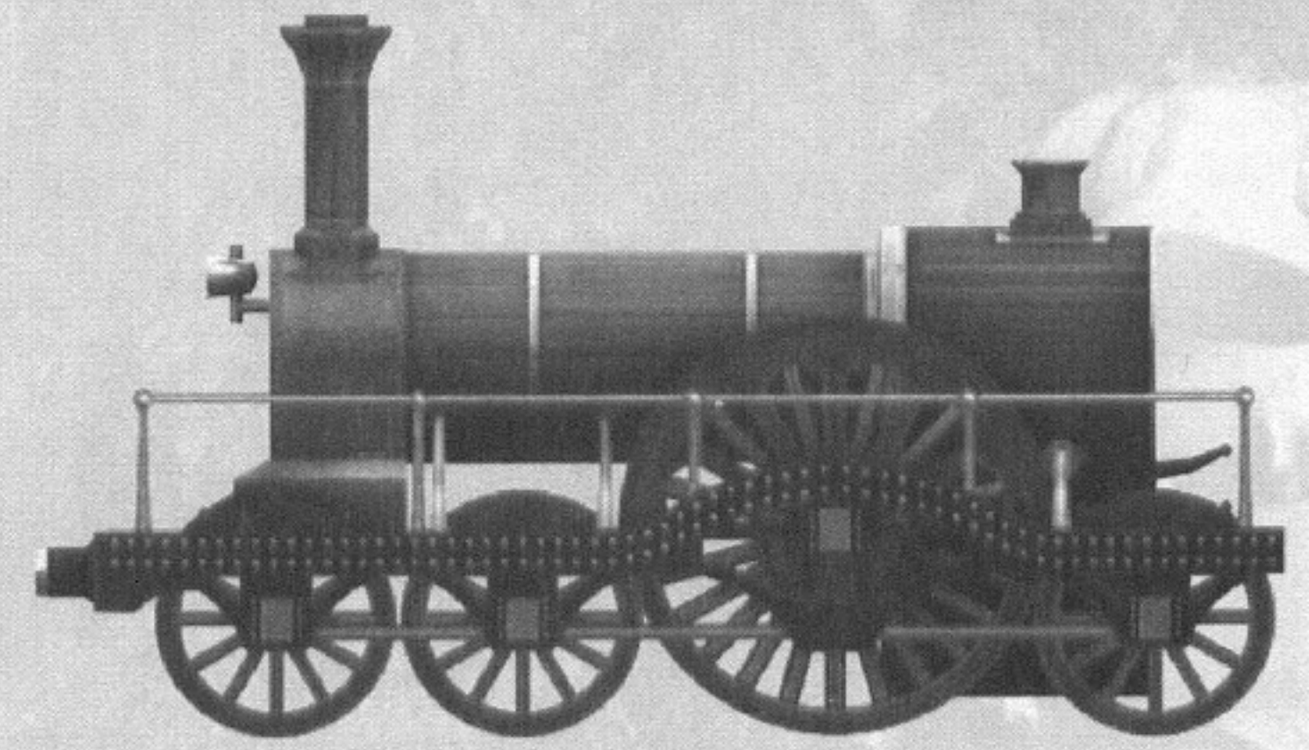
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight



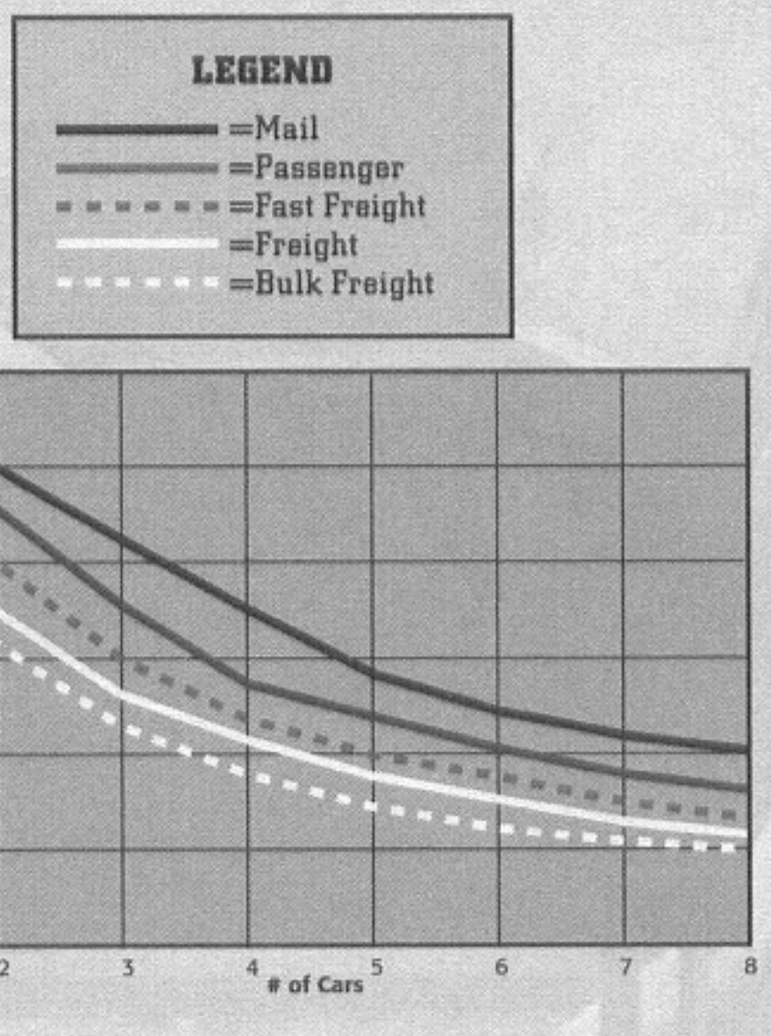


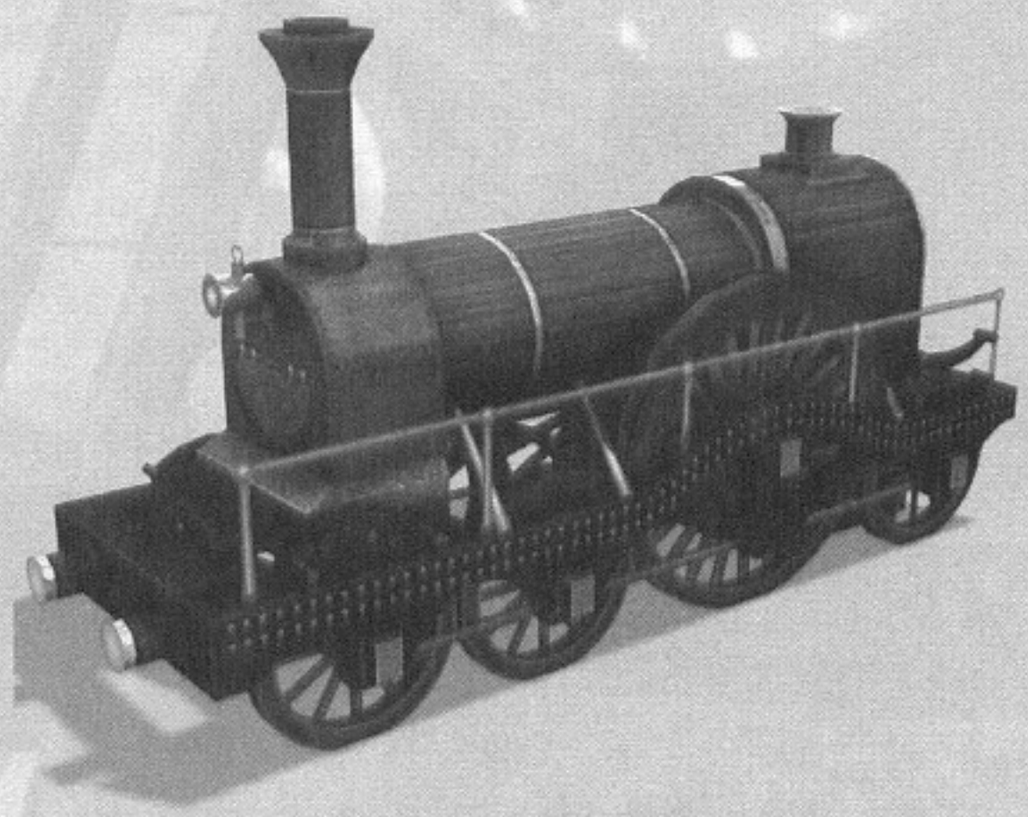
4-2-2 Iron Duke



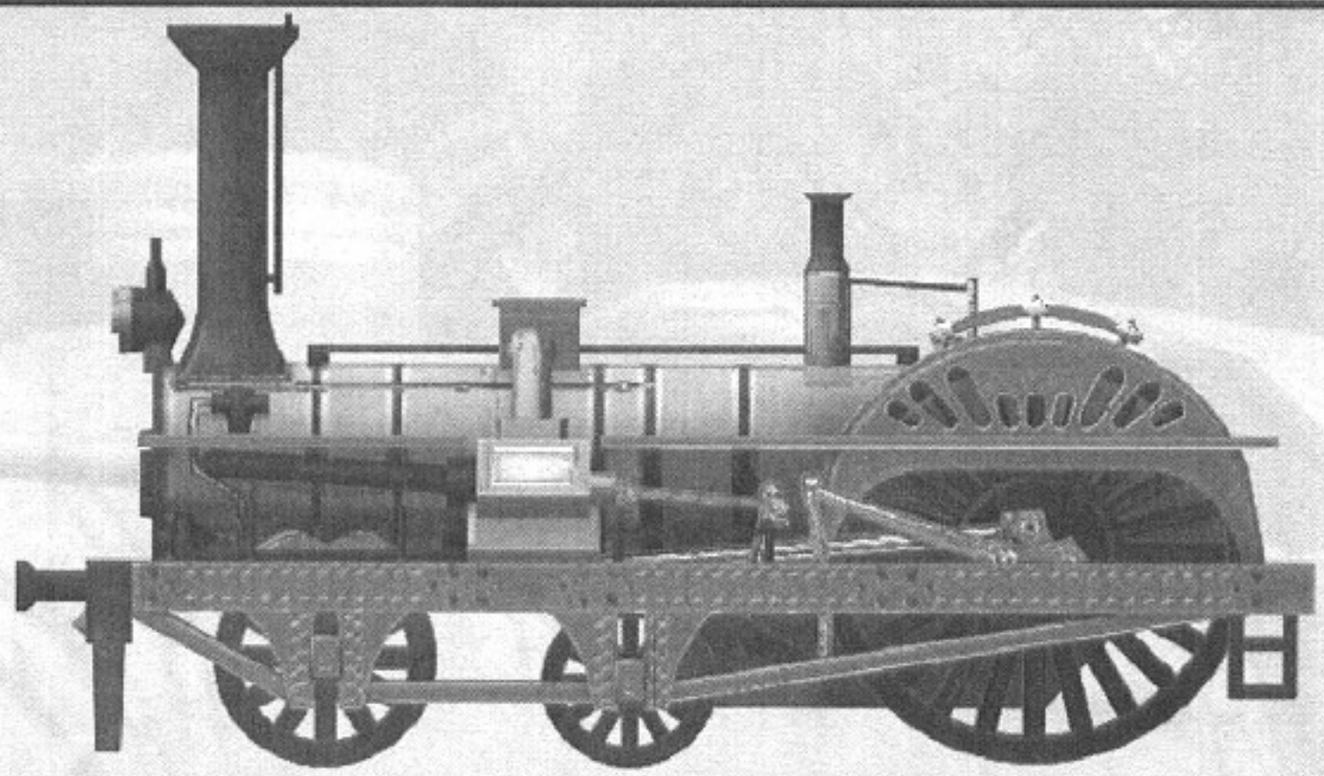
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-2-2 Iron Duke	1845	30,000	50	4	Passengers	2,000	2	1

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	50	50	42	34	29	25	22	20
Passenger	50	46	35	28	24	20	18	16
Fast Freight	50	40	30	24	20	17	15	13
Freight	50	36	26	21	17	15	13	11
Bulk Freight	50	32	23	18	15	13	11	10





4-2-0 Crampton

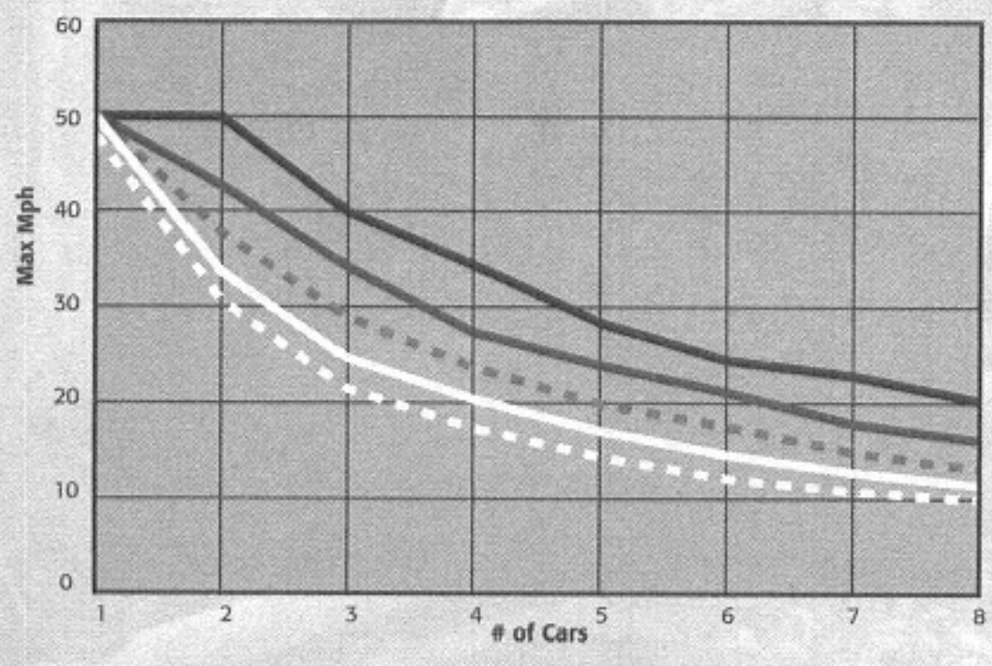


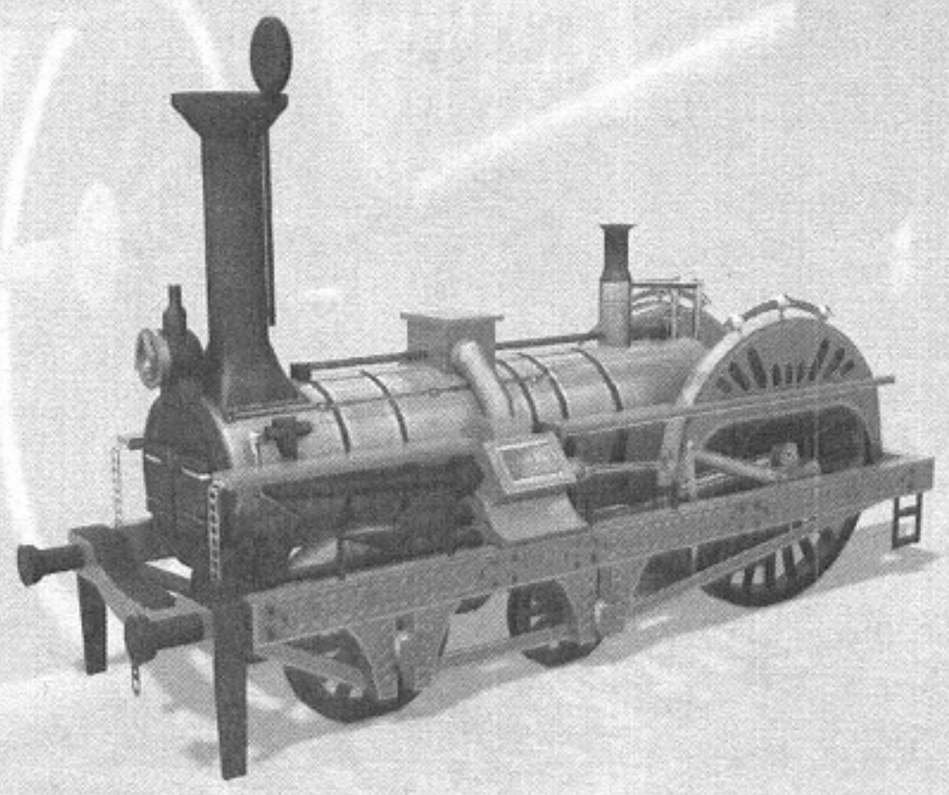
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-2-0 Crampton	1852	25,000	50	5	Passengers	2,000	2	1-2

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	50	50	40	33	29	25	22	20
Passenger	50	43	34	28	24	20	18	16
Fast Freight	50	38	29	24	20	17	15	14
Freight	50	34	26	21	17	15	13	12
Bulk Freight	48	31	23	19	15	13	11	10

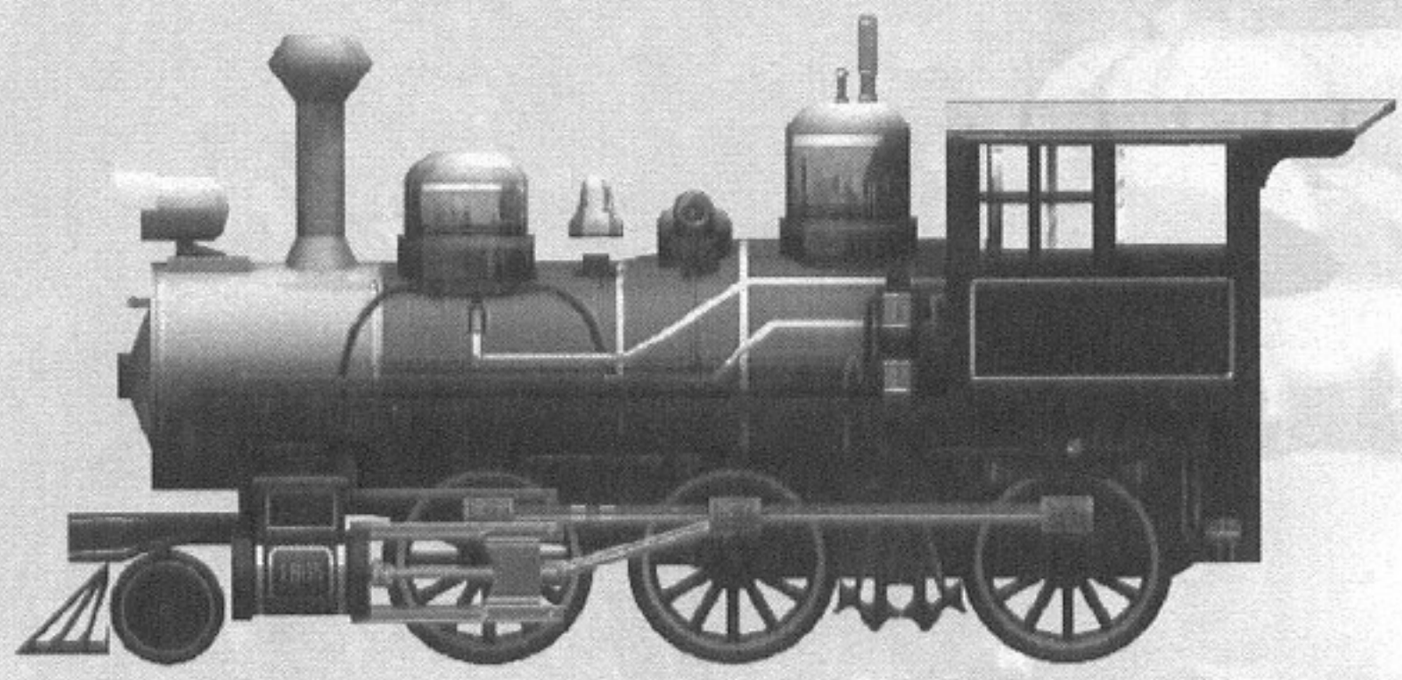
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight





2-6-0 Mogul

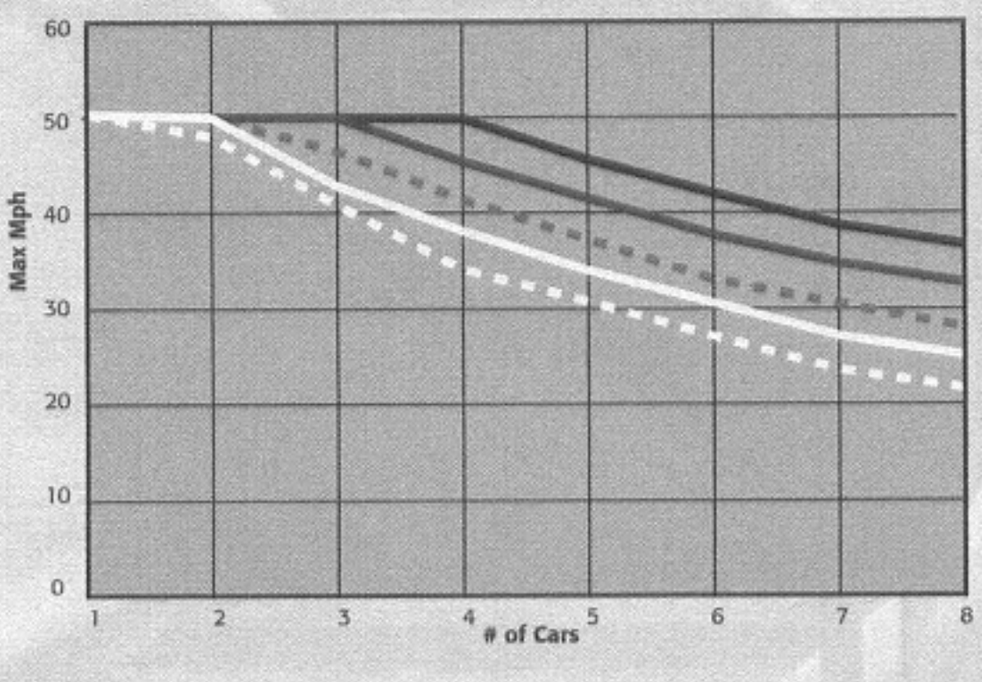


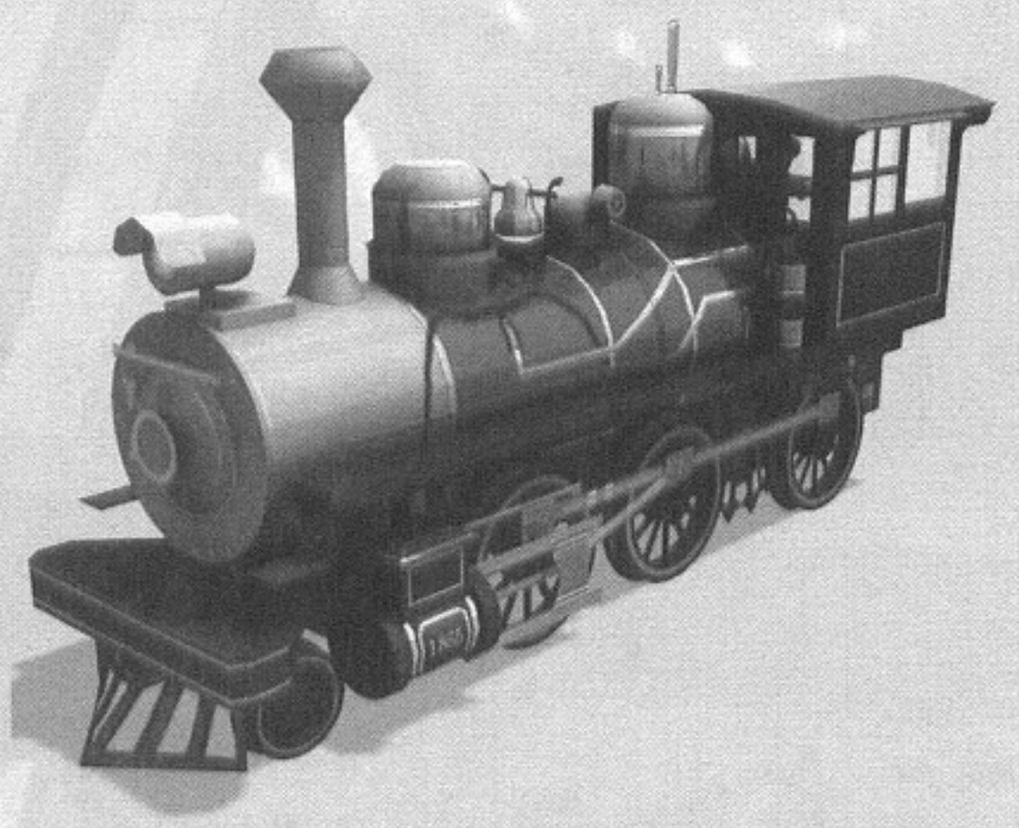
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
2-6-0 Mogul	1856	30,000	50	17	Freight	2,500	3	2-3

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	50	50	50	50	46	43	39	37
Passenger	50	50	50	45	41	37	34	32
Fast Freight	50	50	47	41	37	33	30	28
Freight	50	50	44	38	33	30	27	25
Bulk Freight	50	49	41	35	31	27	25	22

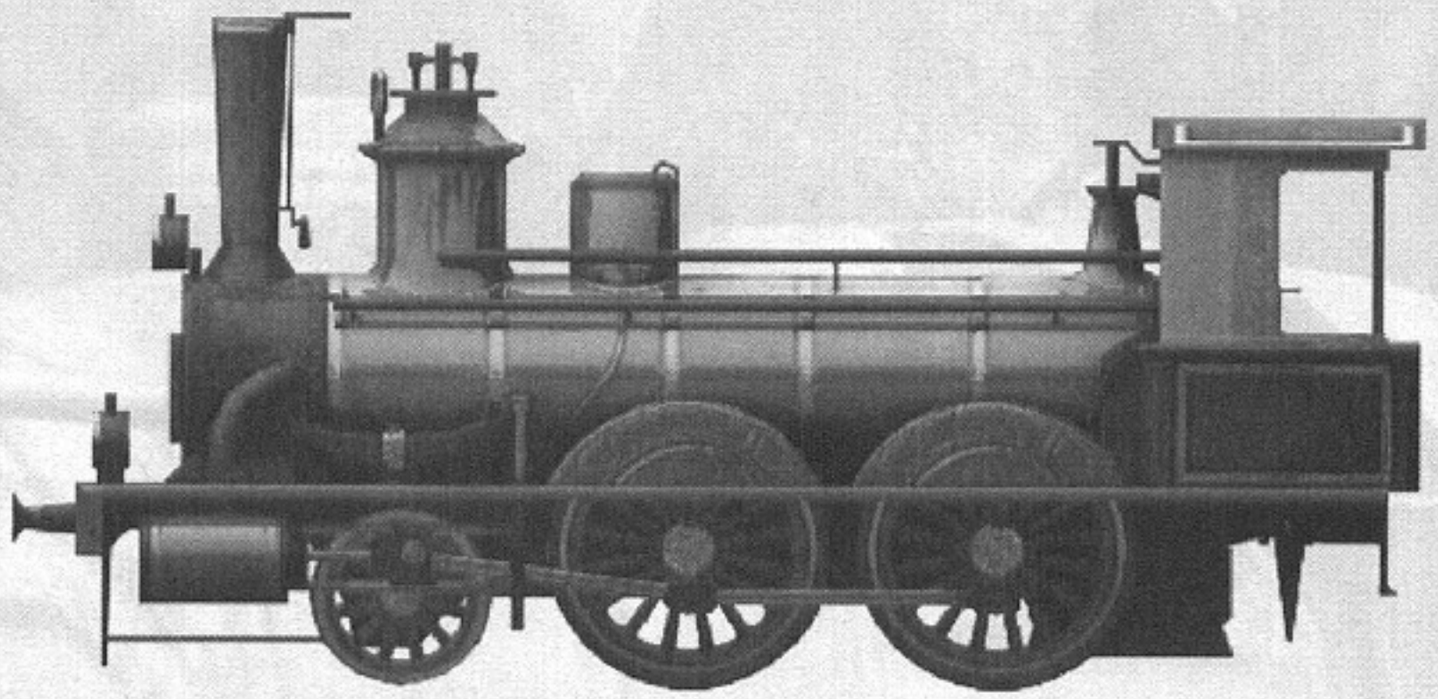
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight





2-4-0 Medoc

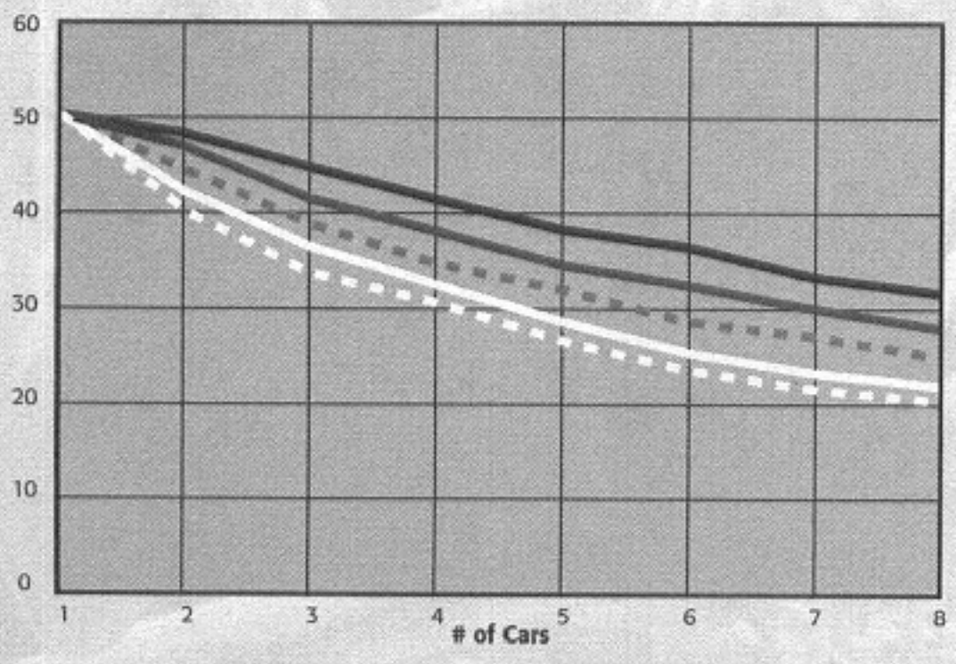


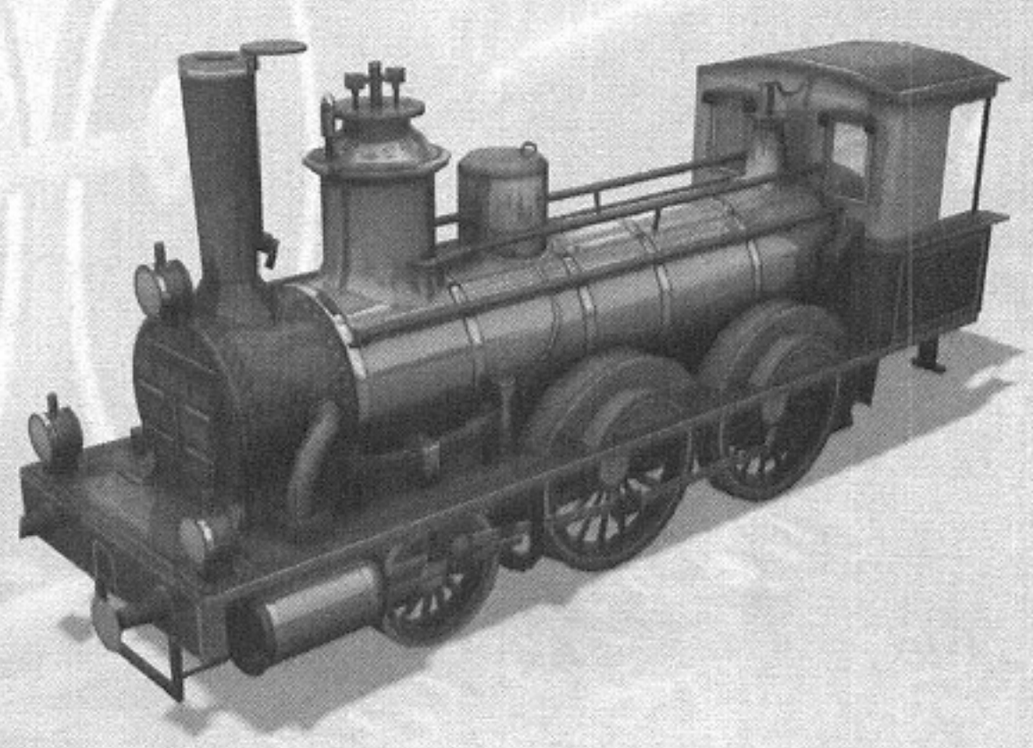
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
2-4-0 Médoc	1857	30,000	50	23	Freight	2500	2	1-2

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	50	49	45	42	39	36	34	32
Passenger	50	47	42	38	35	32	30	28
Fast Freight	50	45	39	35	32	29	27	25
Freight	50	42	37	33	30	27	25	23
Bulk Freight	48	41	35	31	27	25	22	21

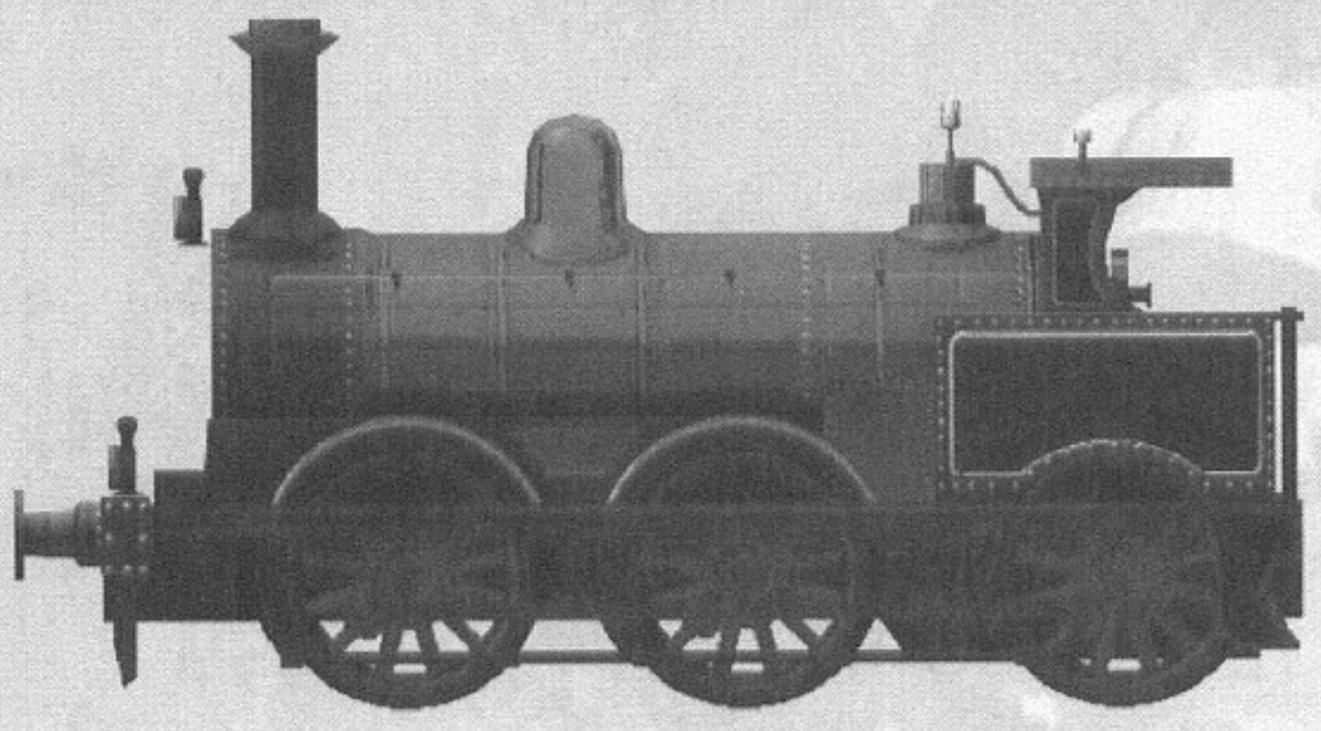
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight





0-6-0 DX Goods

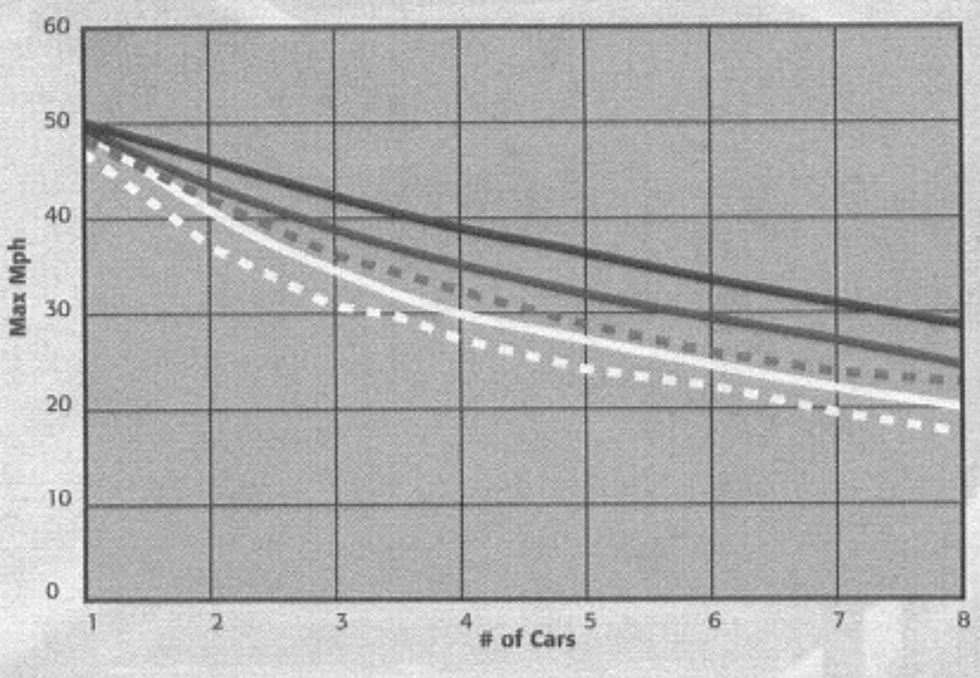


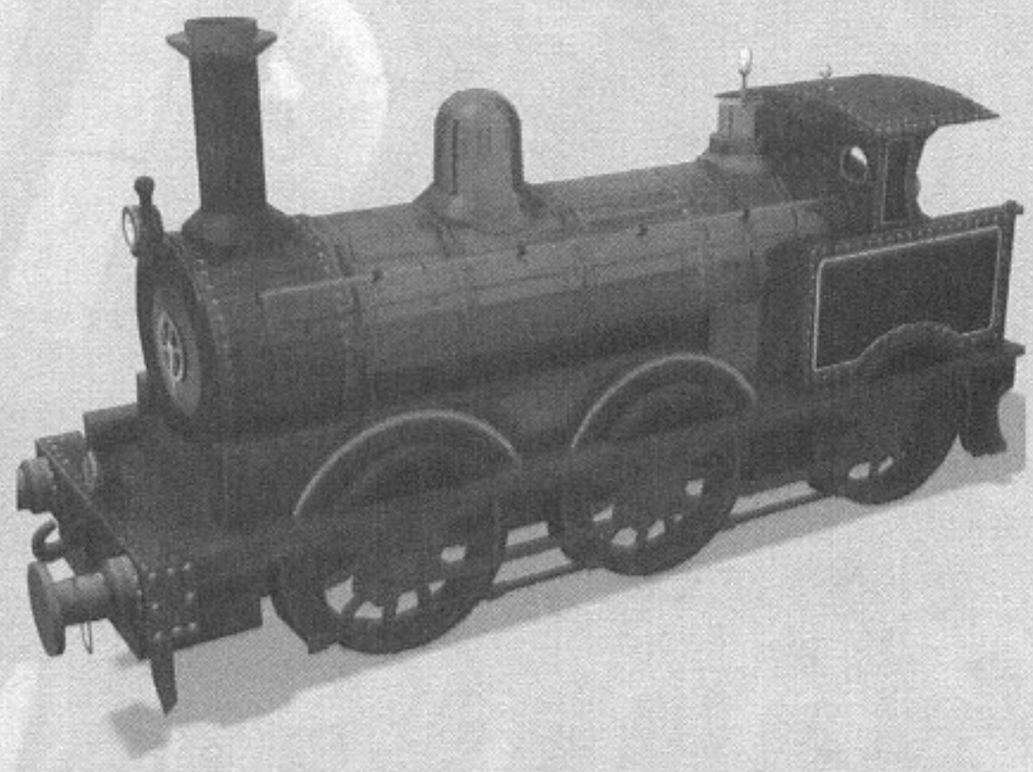
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
0-6-0 Dx Goods	1857	30,000	50	19	Freight	2500	2	1-2

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	50	48	43	39	36	34	31	29
Passenger	50	45	40	36	32	30	27	25
Fast Freight	50	42	37	33	29	27	24	22
Freight	48	40	34	30	27	24	22	20
Bulk Freight	47	38	32	28	25	22	20	18

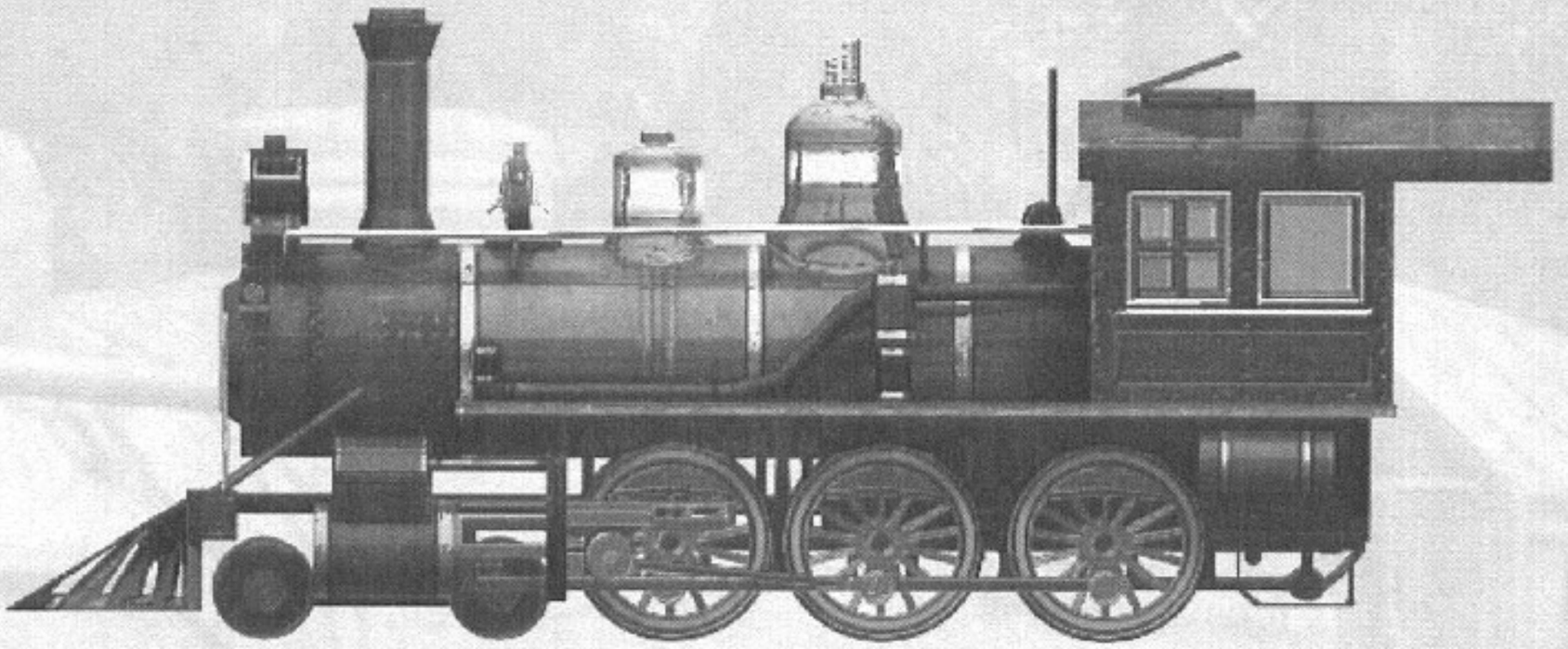
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight





4-6-0 Ten-Wheeler

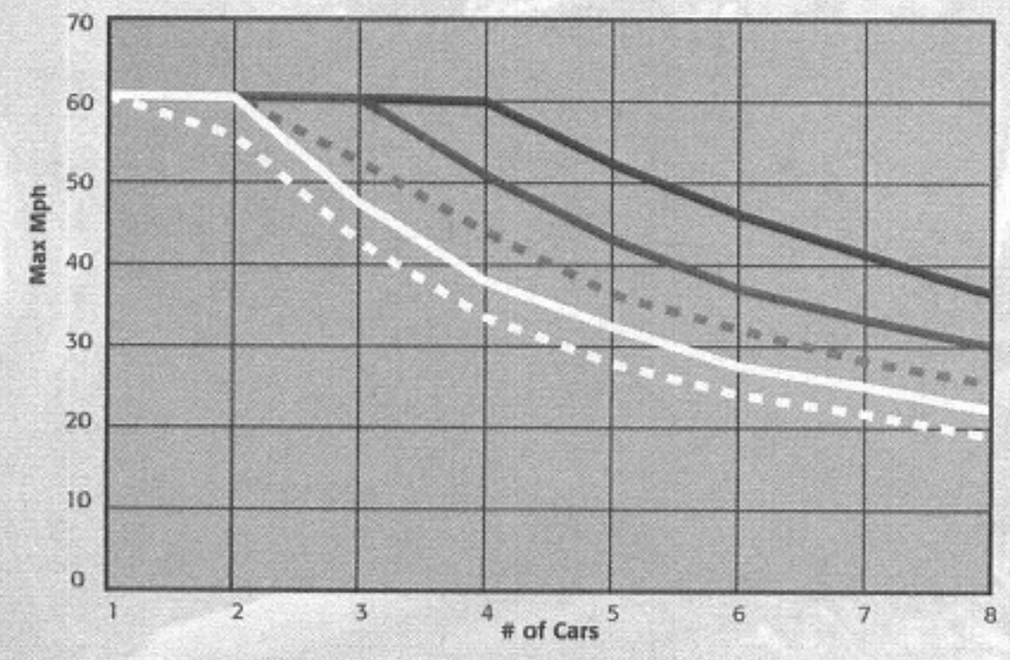


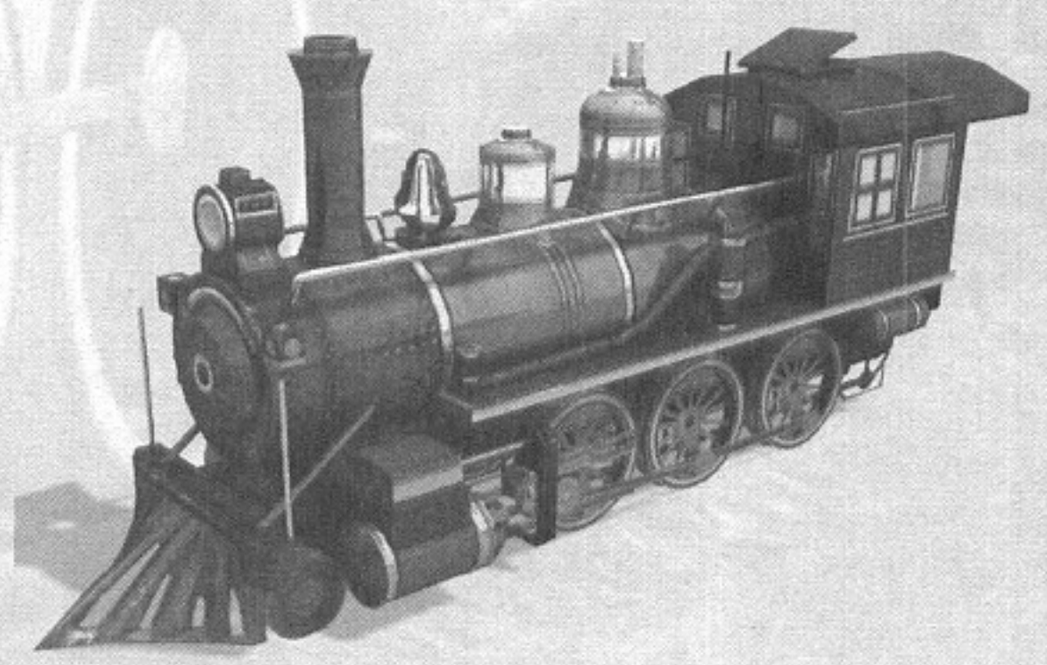
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-6-0 Ten Wheeler	1866	40,000	60	6	Passengers	3,000	3	2

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	60	60	60	60	52	46	41	37
Passenger	60	60	60	51	43	38	33	30
Fast Freight	60	60	53	44	37	32	28	25
Freight	60	60	47	38	32	28	24	22
Bulk Freight	60	56	43	34	29	25	22	19

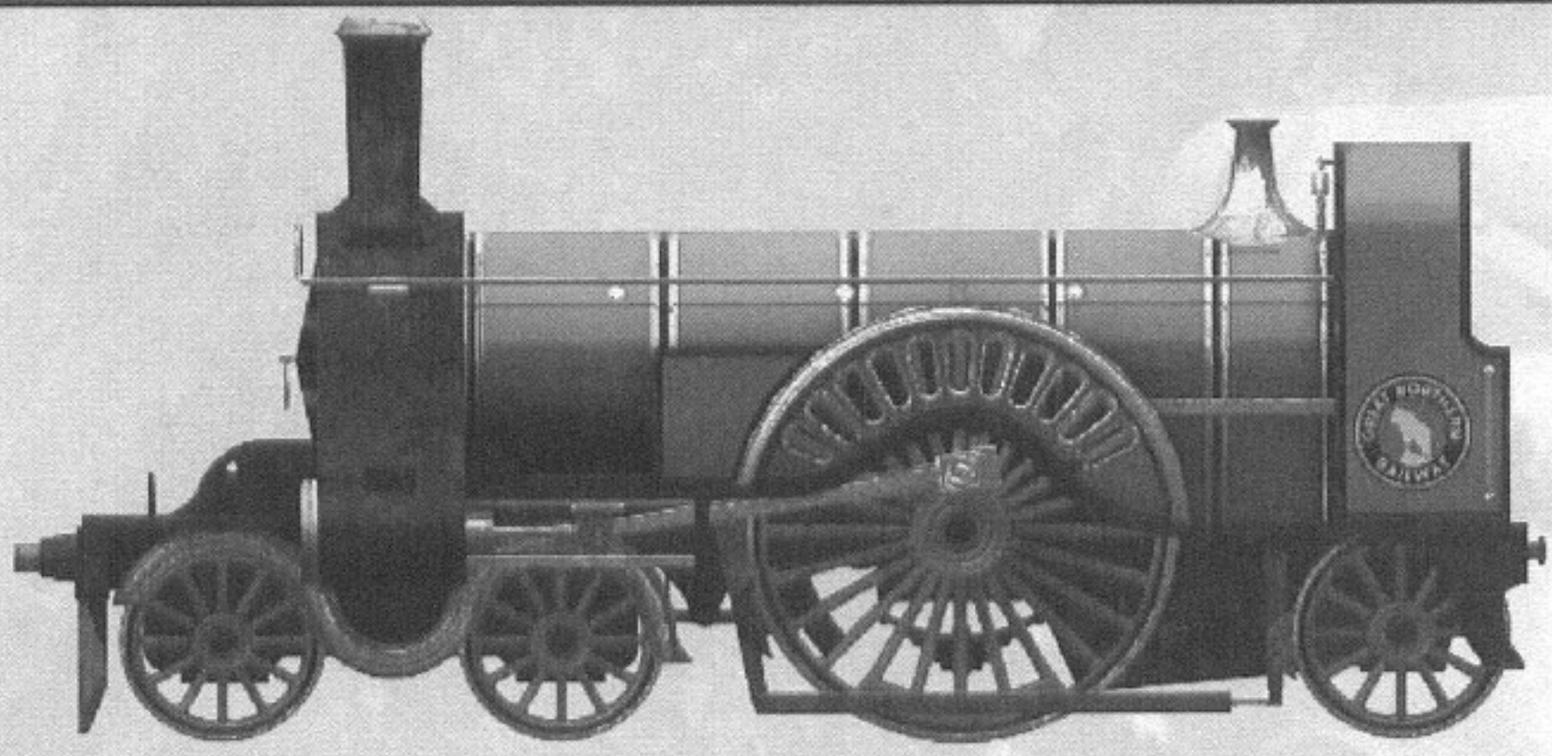
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight





4-2-2 Stirling

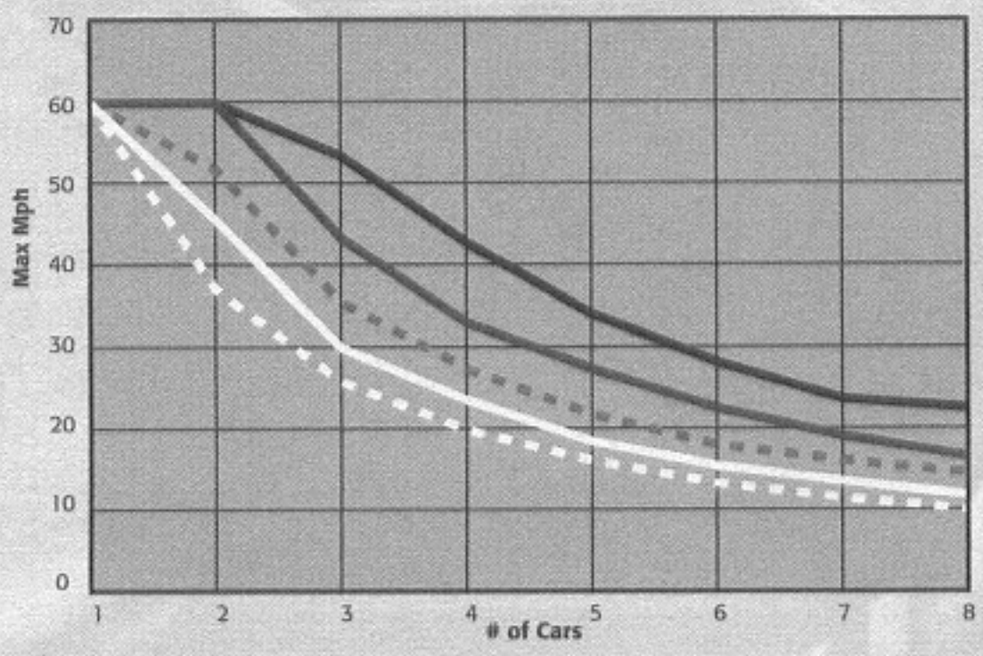


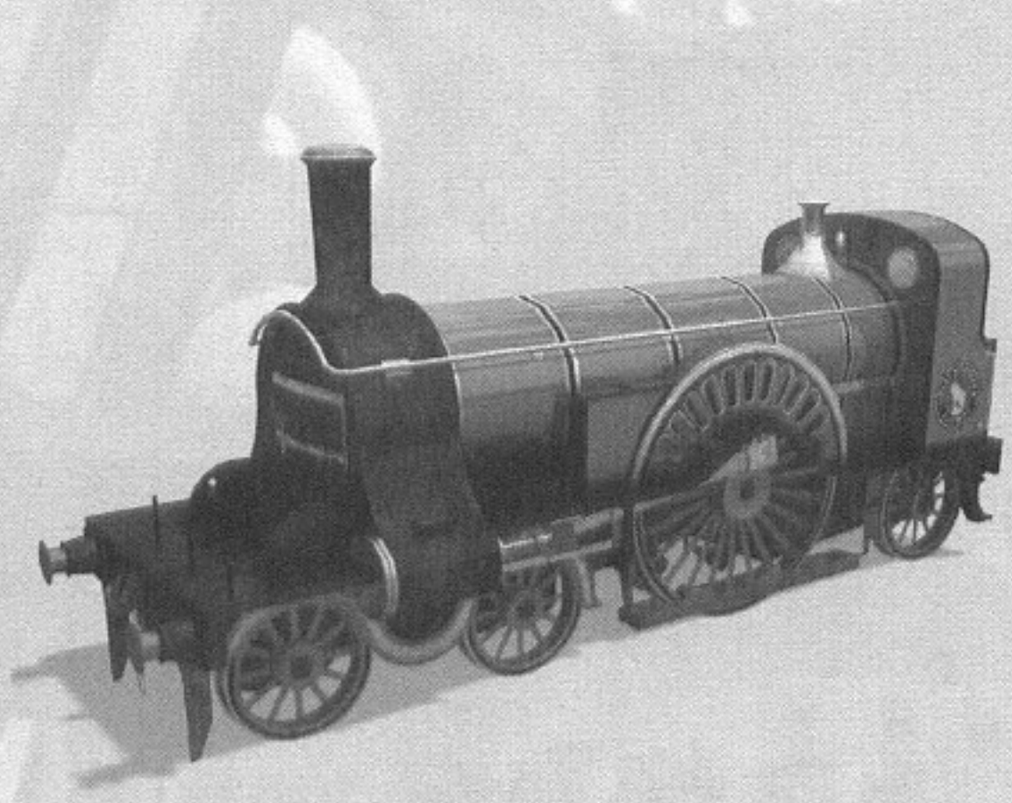
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-2-2 Stirling	1868	40,000	60	1	Passengers	3,000	2	1

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	60	60	54	42	34	29	25	22
Passenger	60	60	43	33	27	22	19	17
Fast Freight	60	51	35	27	22	18	16	14
Freight	60	44	30	23	19	16	13	12
Bulk Freight	60	38	26	20	16	14	12	10

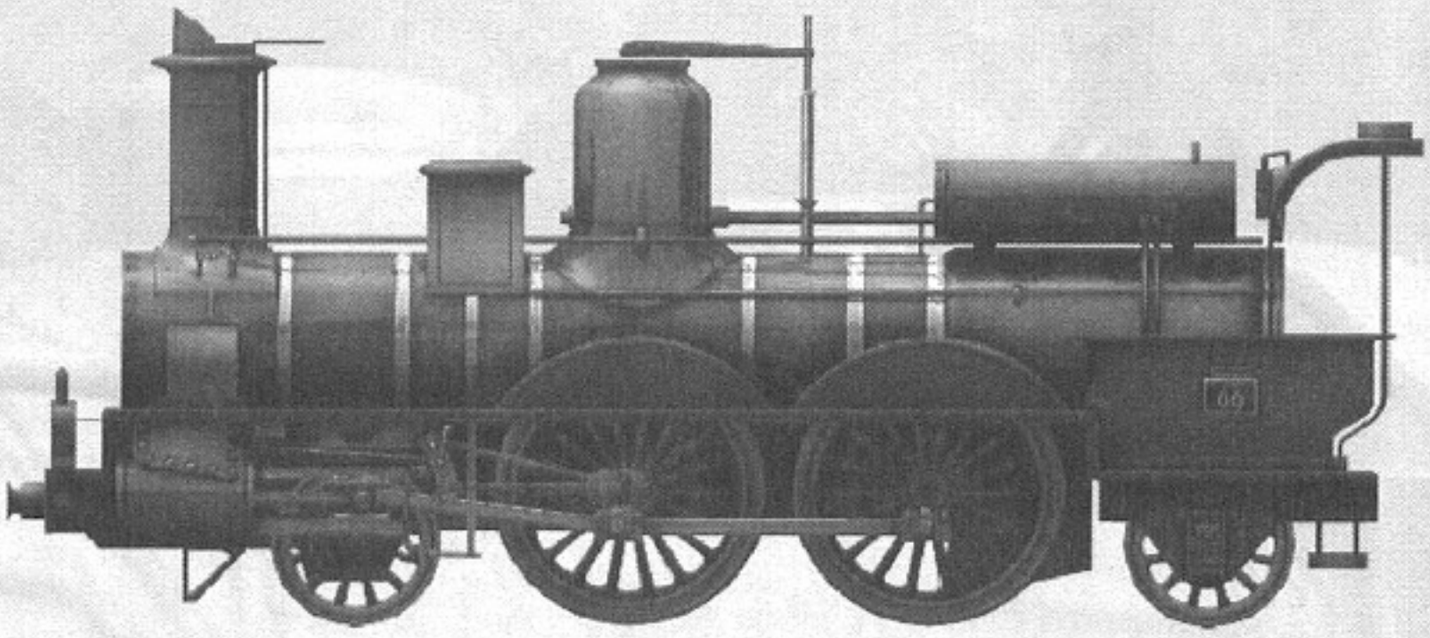
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight





2-4-2 Class 121

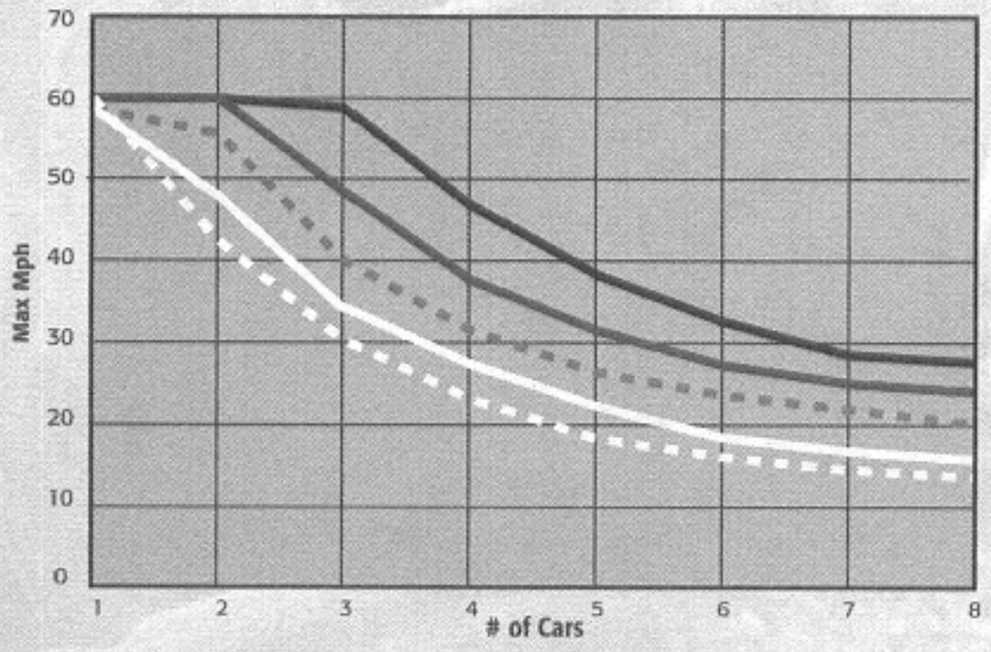


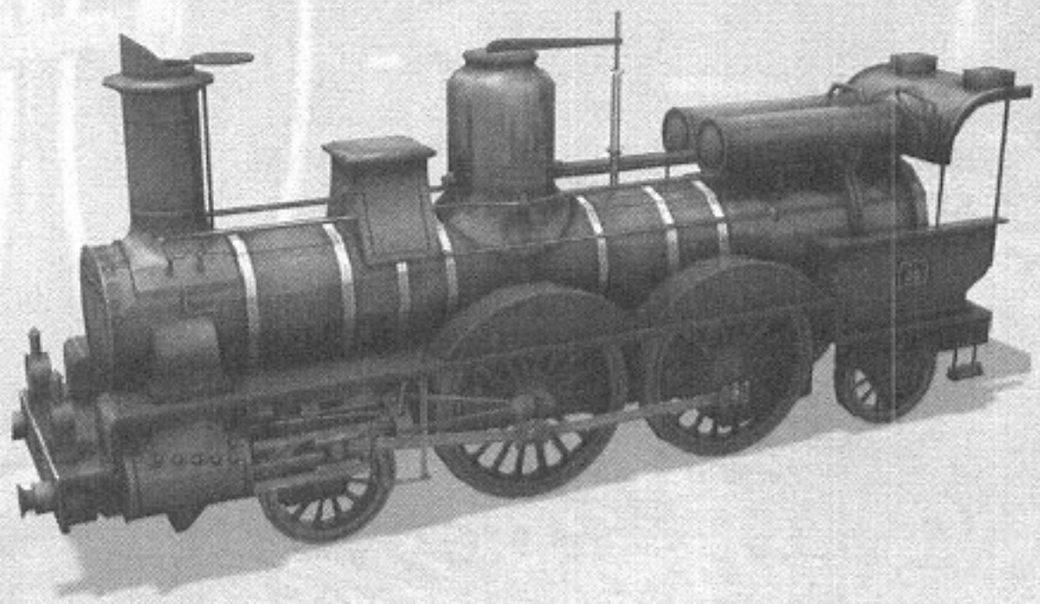
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
2-4-2 Class 121	1879	40,000	60	2	Passengers	3,000	1	1-2

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	60	60	59	47	39	33	29	25
Passenger	60	60	48	37	31	26	23	20
Fast Freight	60	56	40	31	25	22	19	16
Freight	60	49	34	27	22	18	16	14
Bulk Freight	60	43	30	23	19	16	14	12

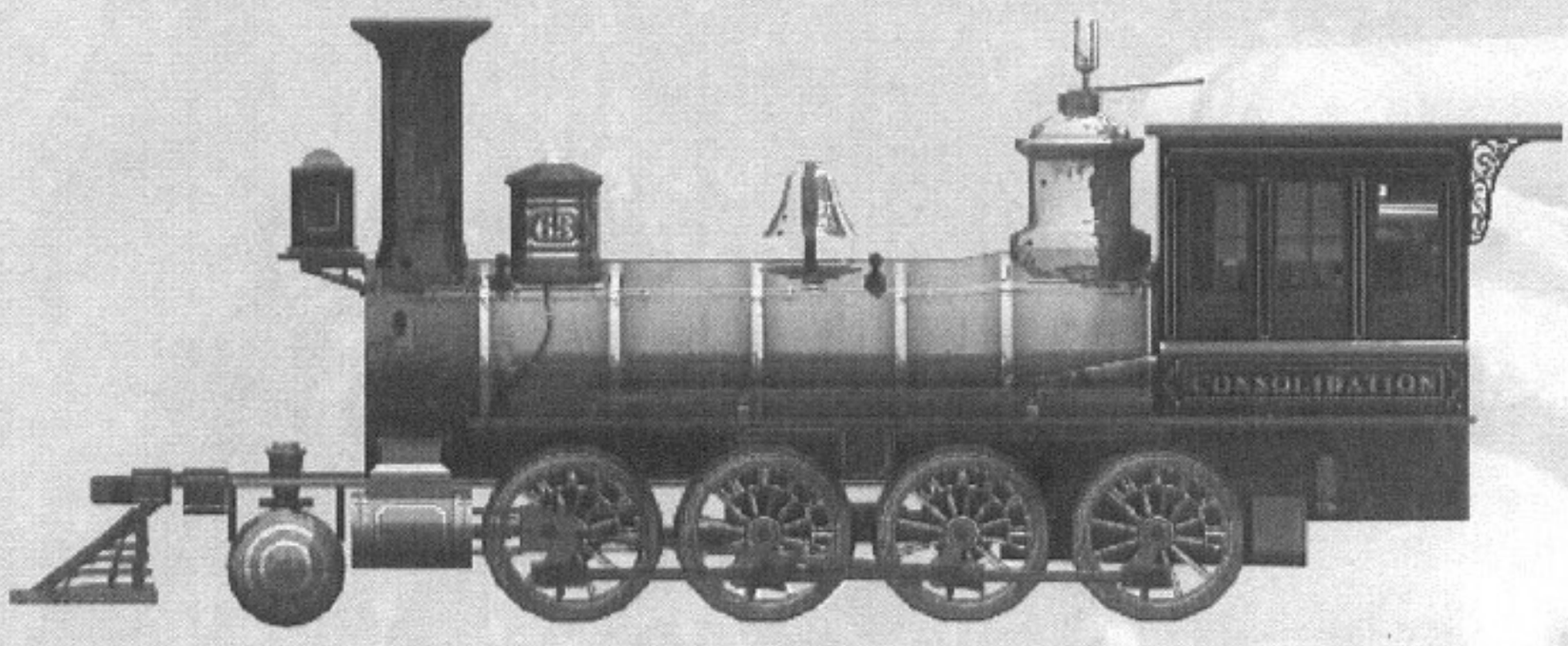
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight



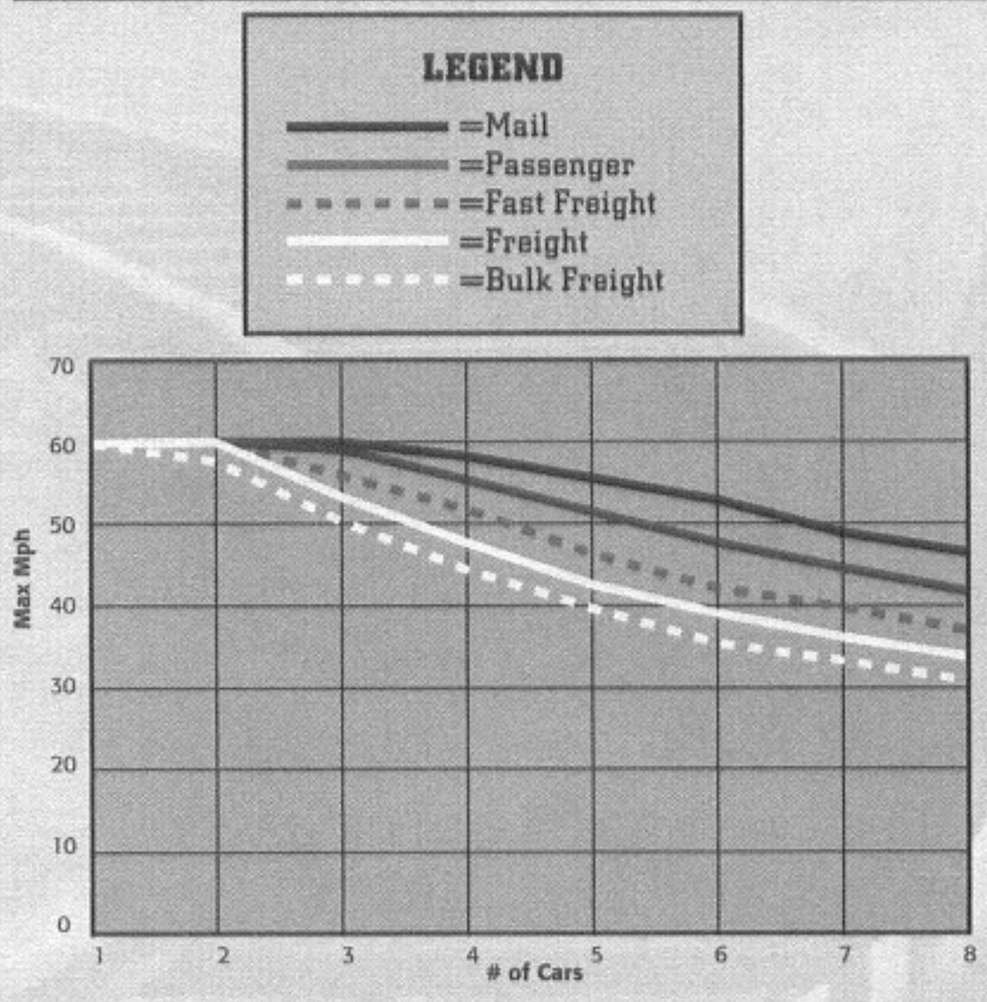


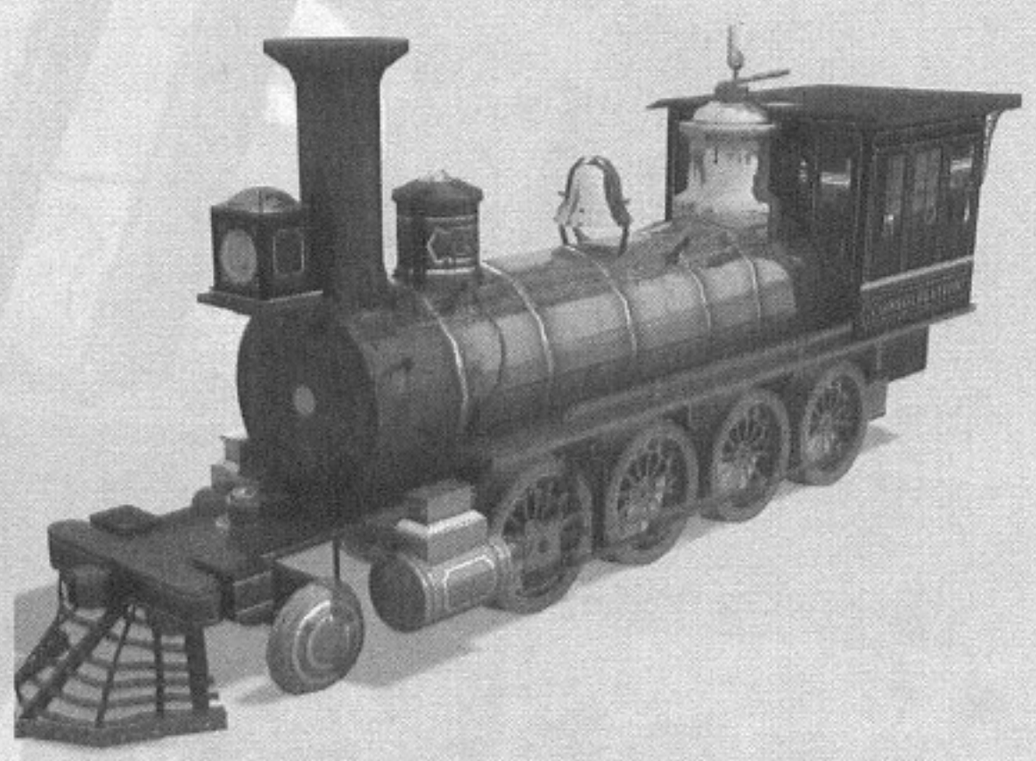
2-8-0 Consolidation



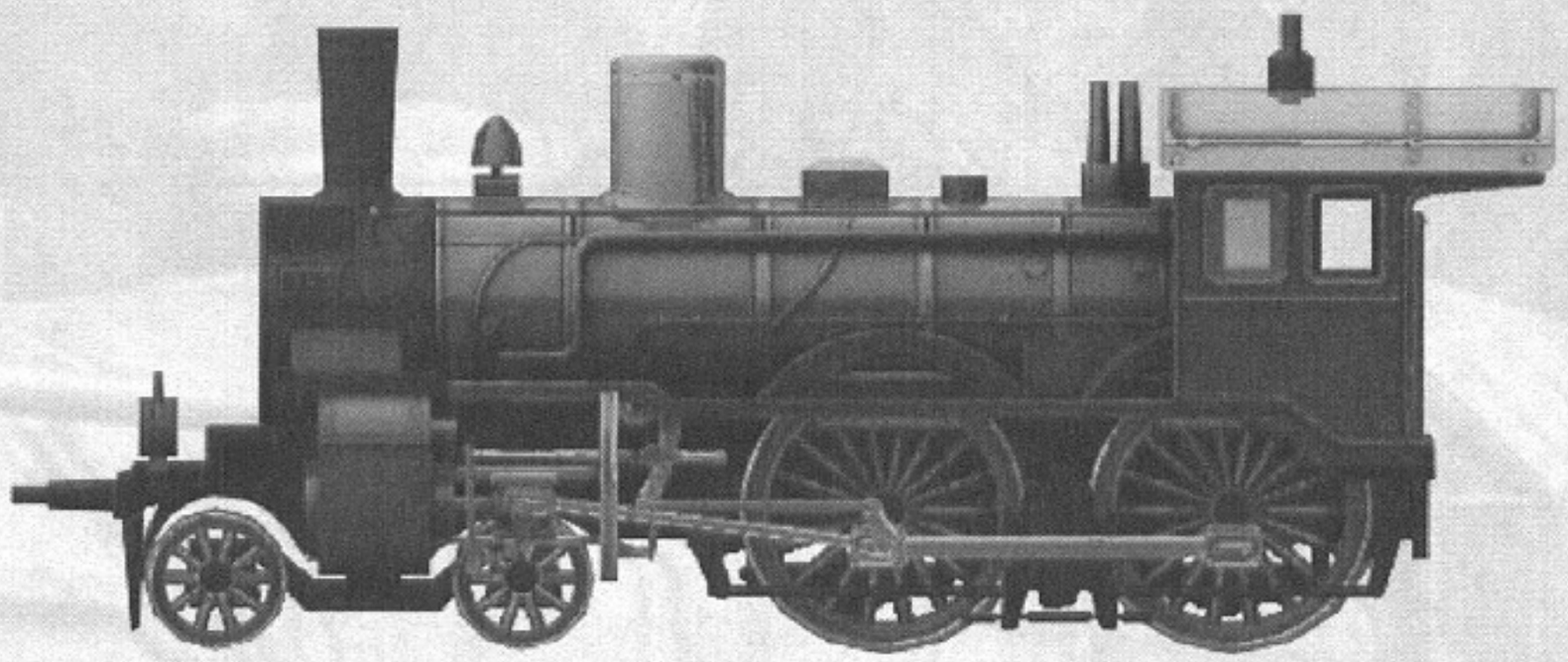
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
2-8-0 Consolidation	1880	40,000	60	21	Freight	3,500	3	2-3

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	60	60	60	59	55	52	49	47
Passenger	60	60	59	55	51	47	44	41
Fast Freight	60	60	56	51	47	43	40	37
Freight	60	60	53	48	43	40	37	34
Bulk Freight	60	57	50	45	40	37	34	31



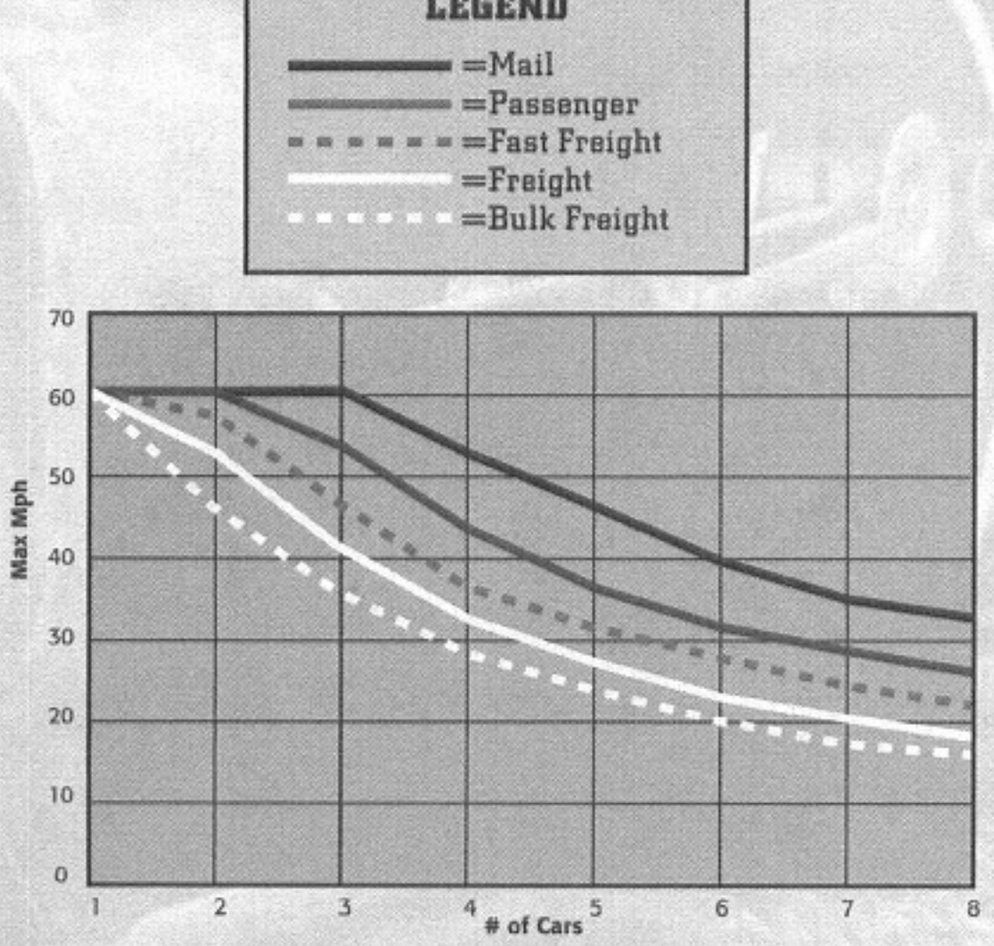


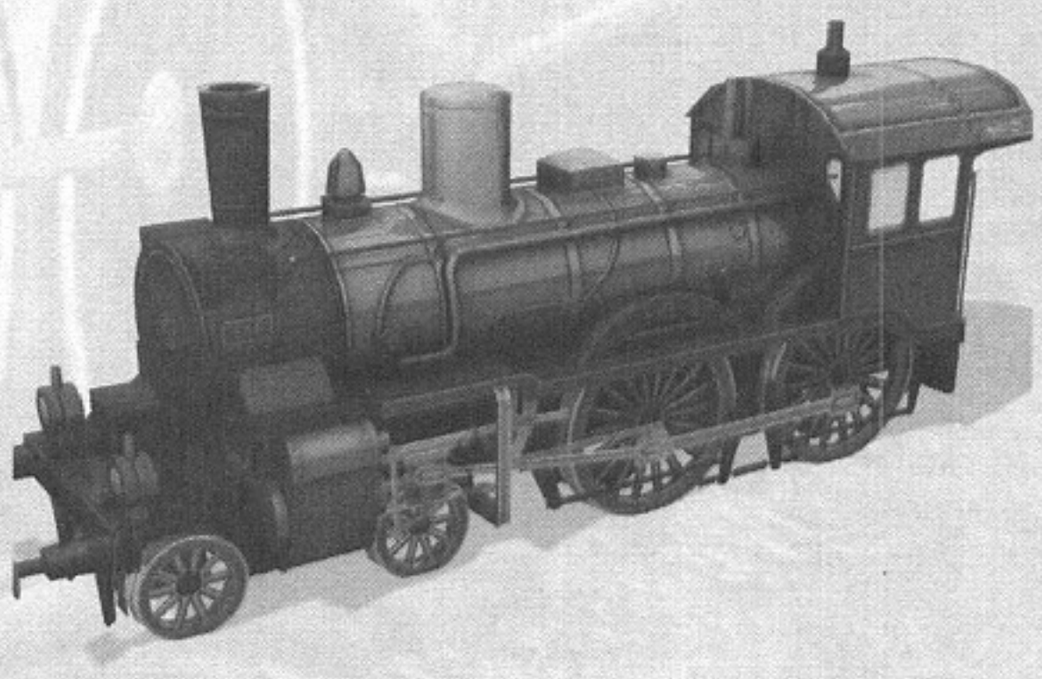
4-4-0 S3



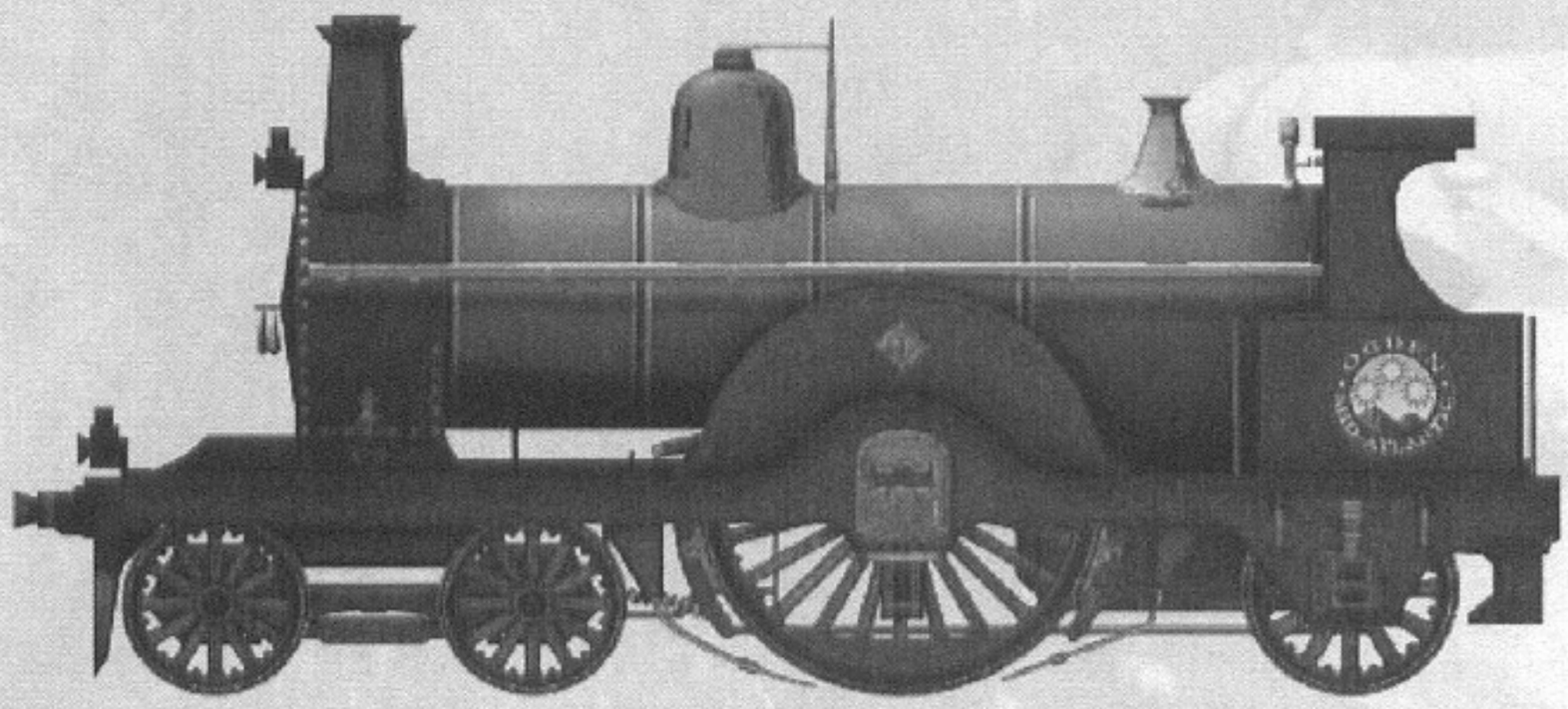
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-4-0 Class S3	1880	40,000	60	6	Passengers	3500	2	1-2

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	60	60	60	53	45	40	36	32
Passenger	60	60	53	44	38	33	29	26
Fast Freight	60	60	47	38	32	28	25	22
Freight	60	54	41	34	28	24	21	19
Bulk Freight	60	49	37	30	25	22	19	17





4-2-2 Spinner

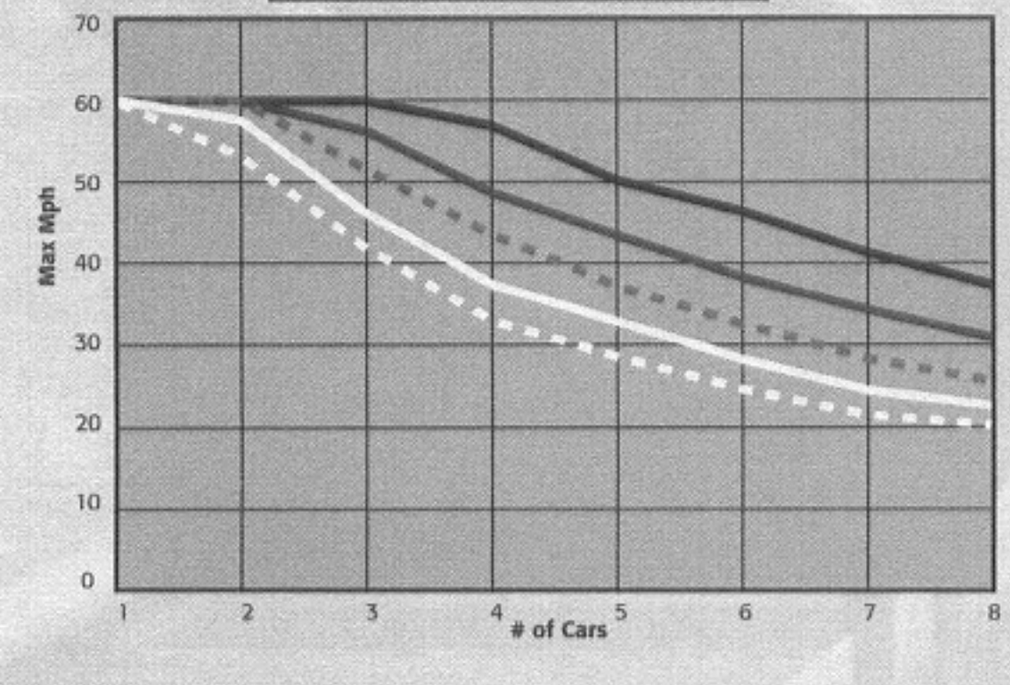


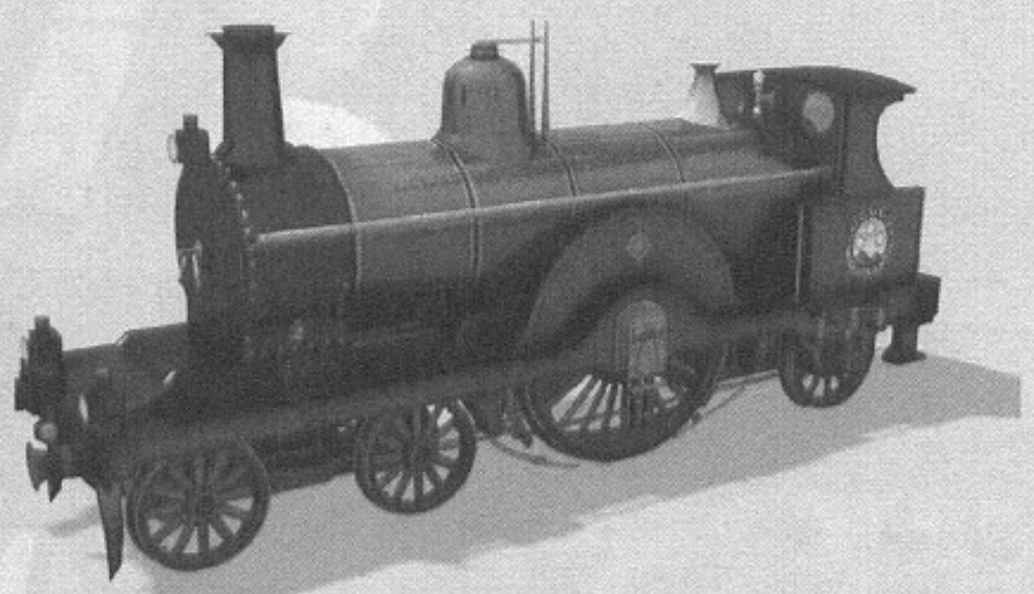
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-2-2 Johnson Midland Spinner	1886	35,000	60	9	Mixed	3500	3	1-2

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	60	60	60	57	50	45	41	37
Passenger	60	60	58	49	43	38	34	31
Fast Freight	60	60	51	43	37	33	29	26
Freight	60	58	46	39	33	29	26	23
Bulk Freight	60	54	42	35	30	26	23	20

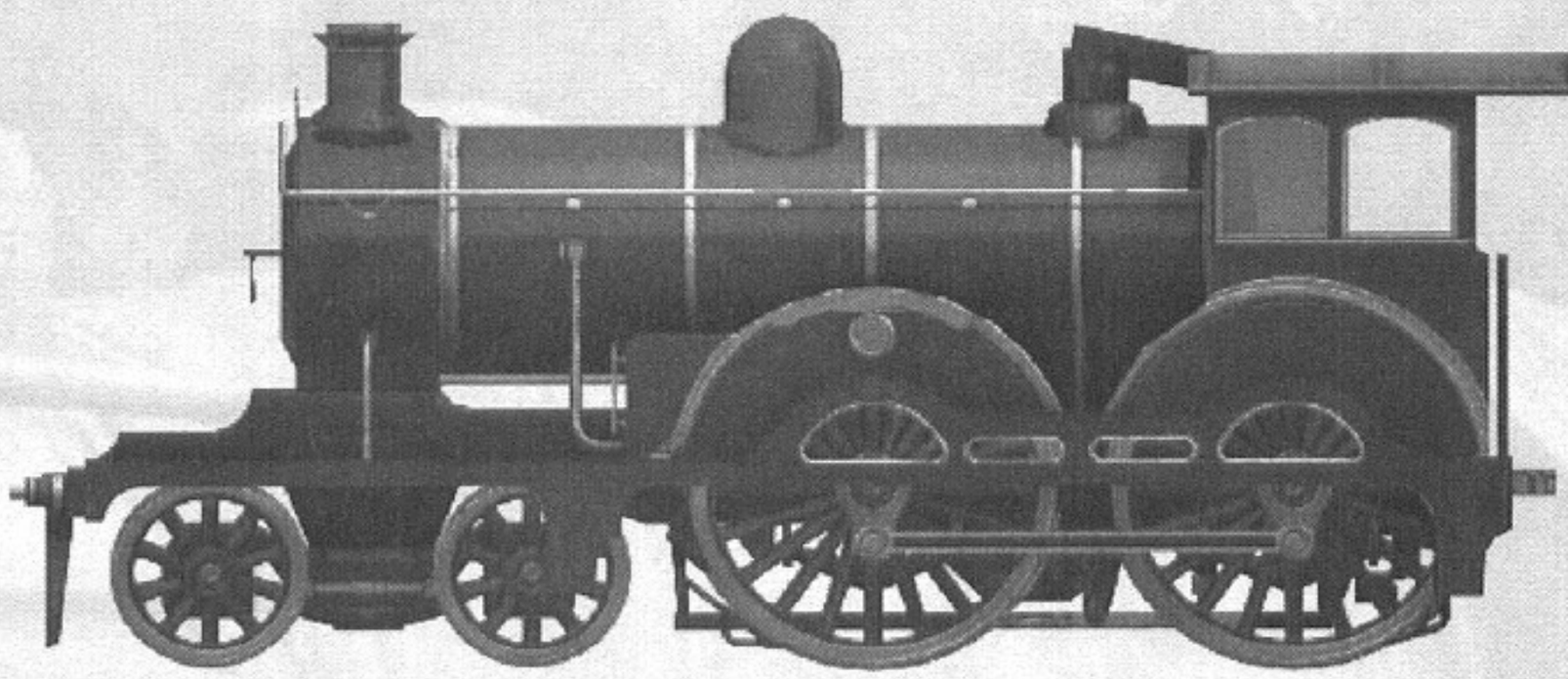
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight



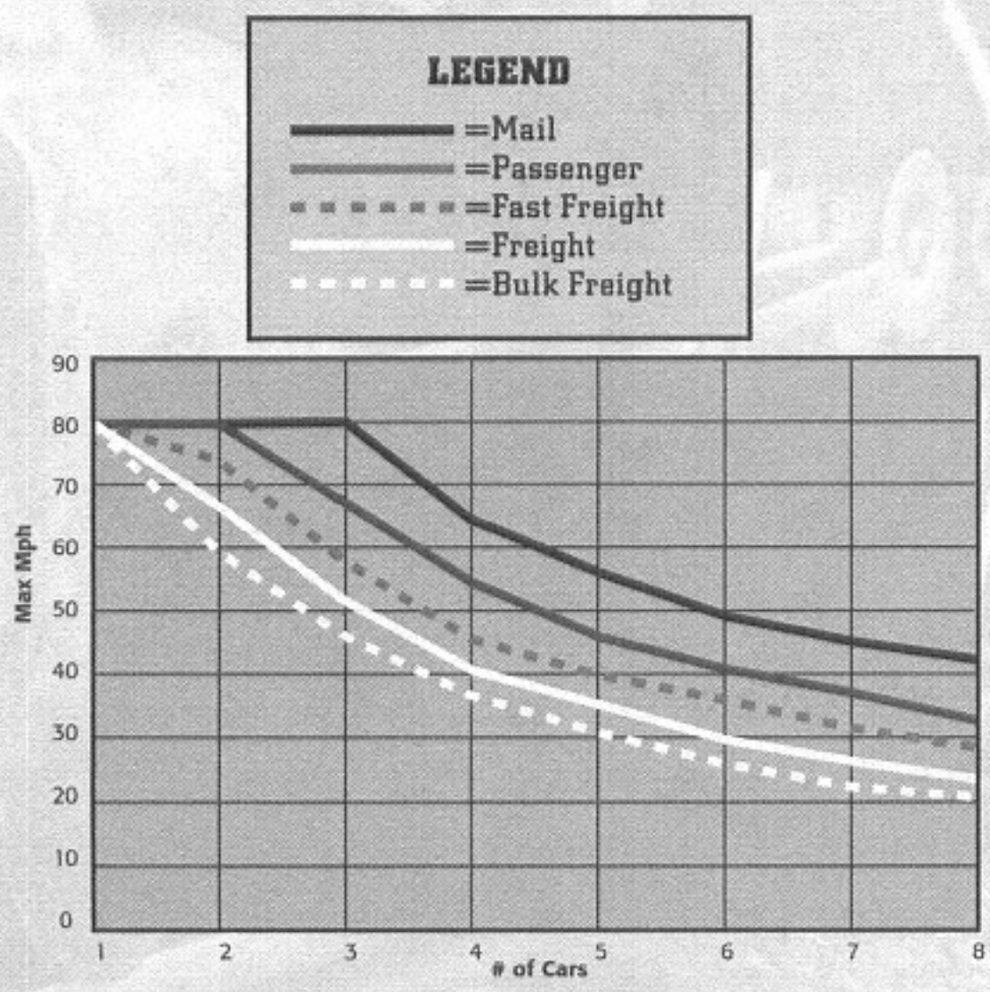


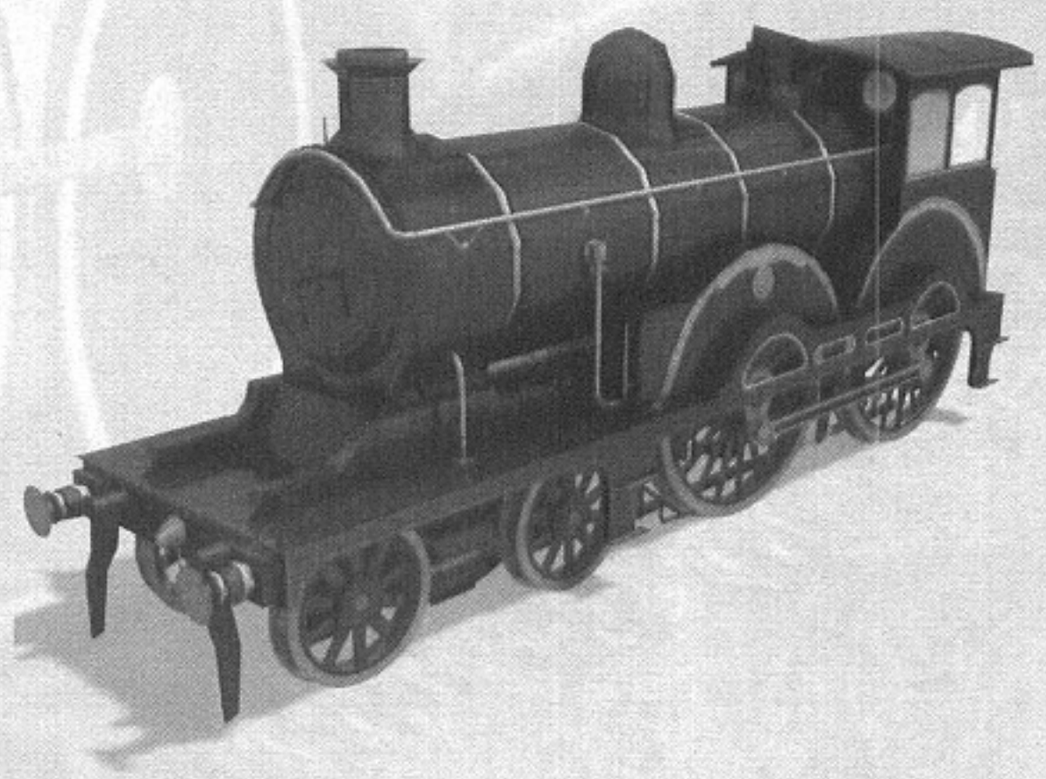
4-4-0 Claud Hamilton



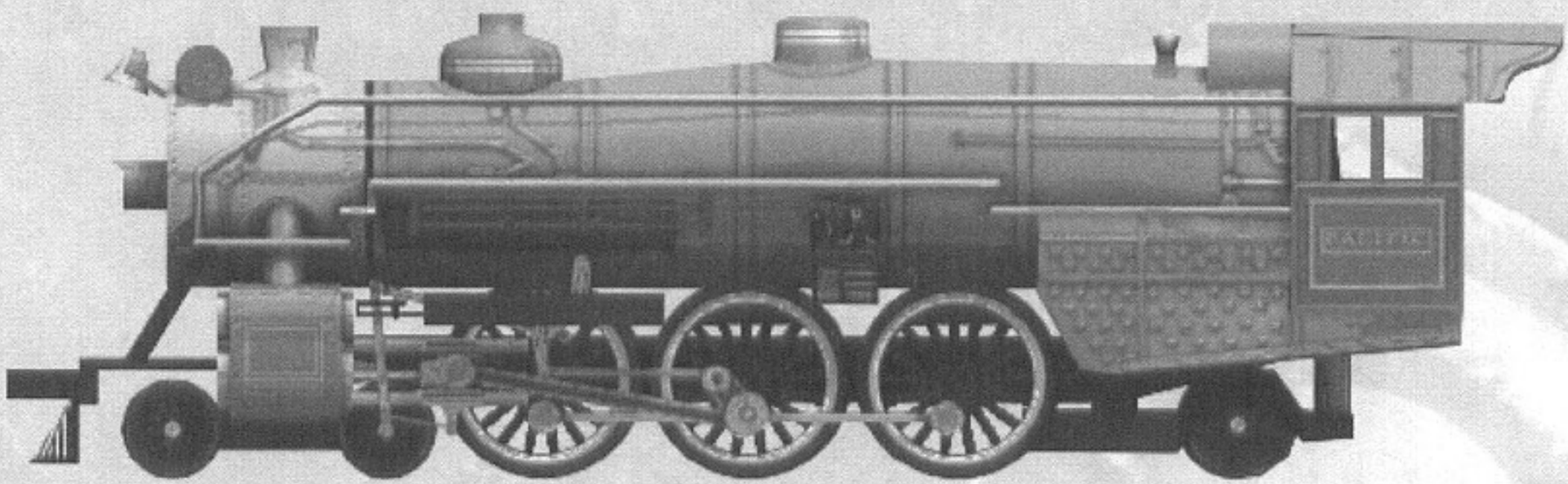
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-4-0 Claud Hamilton	1896	50,000	80	5	Passengers	4,000	2	1-2

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	80	80	80	67	57	50	44	40
Passenger	80	80	68	56	47	41	36	32
Fast Freight	80	77	59	48	40	34	30	27
Freight	80	69	52	42	35	30	26	23
Bulk Freight	80	63	47	37	31	26	23	20





4-6-2 Pacific

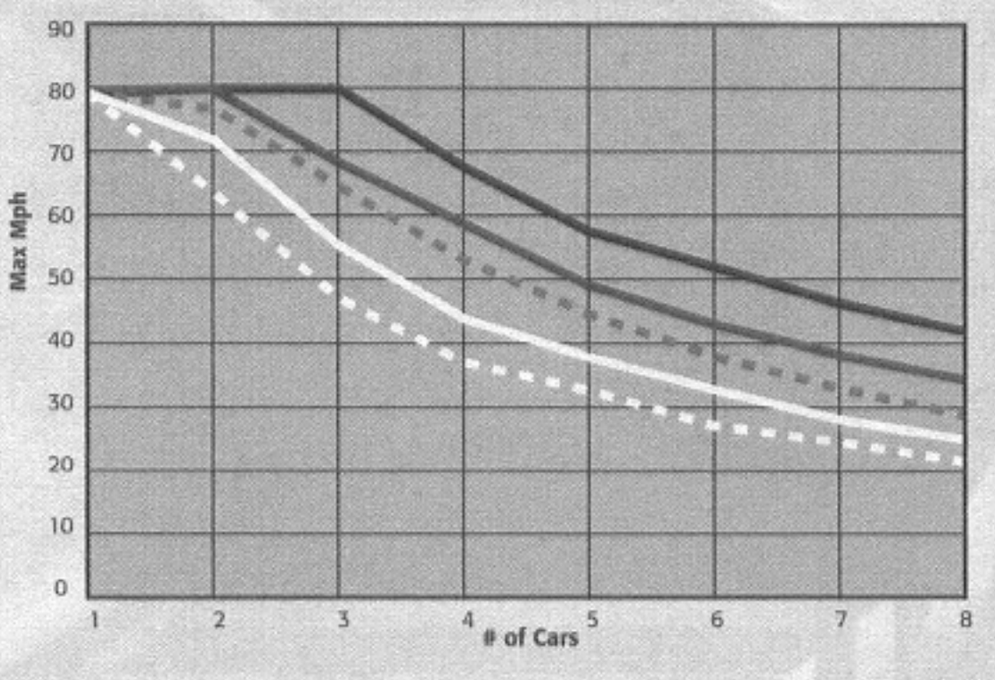


Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-6-2 Pacific	1900	60,000	80	6	Passenger	4,000	2	1-2

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	80	80	80	68	58	51	46	42
Passenger	80	80	69	57	49	42	38	34
Fast Freight	80	77	60	49	42	36	32	28
Freight	80	70	53	43	36	31	28	25
Bulk Freight	80	64	48	39	32	28	24	22

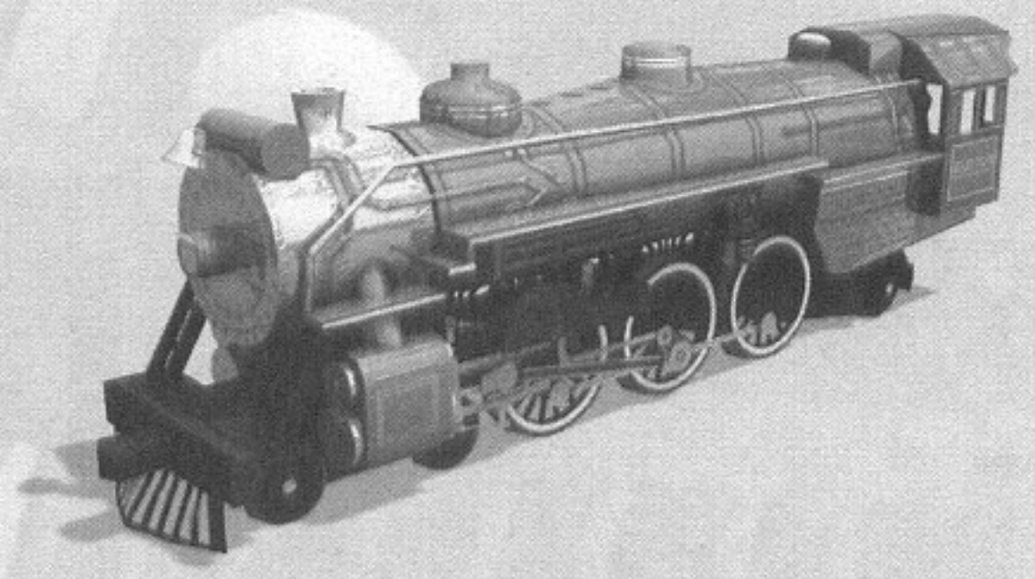
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight

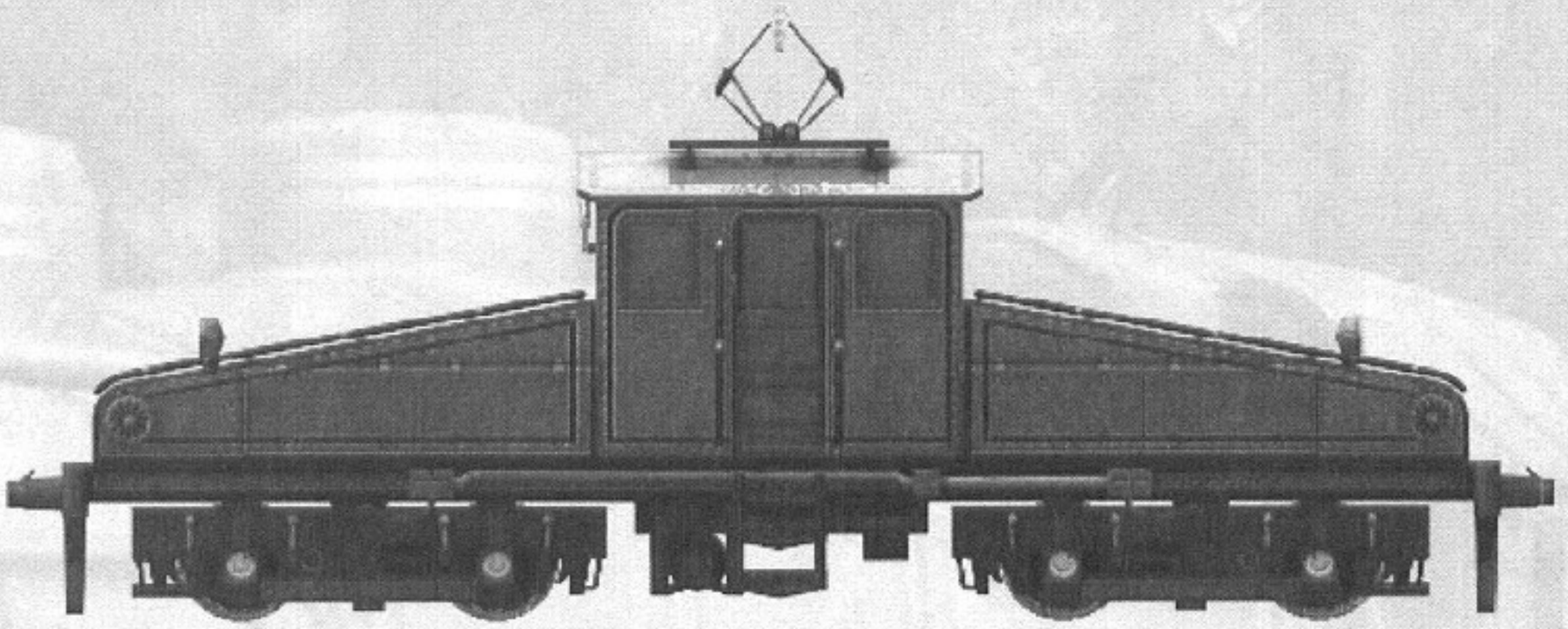


STAY ON TRACK!

The Pacific is the first truly viable long-range passenger engine.



ES1

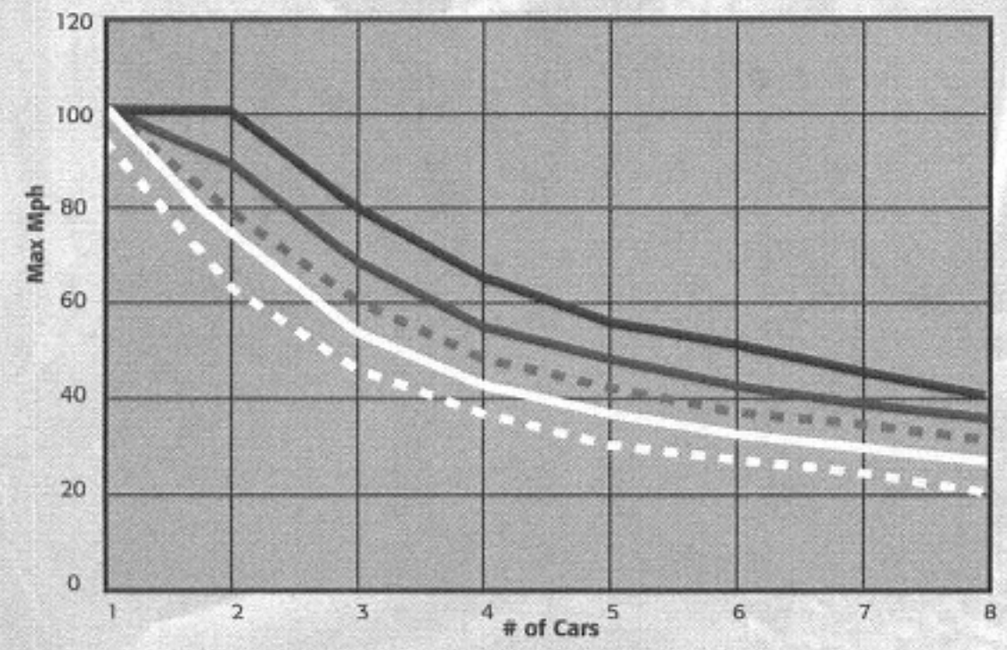


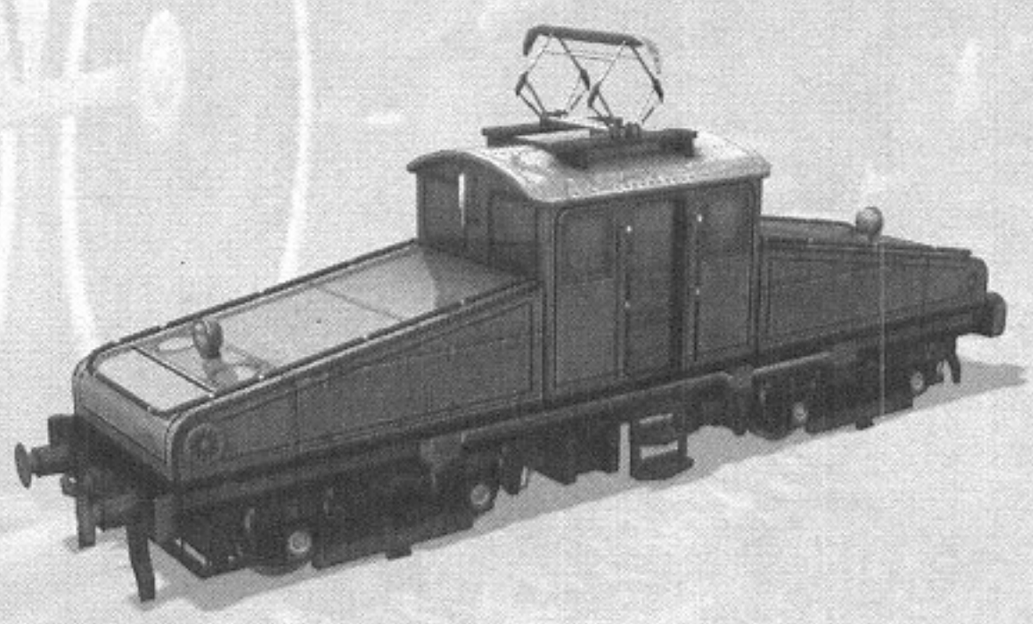
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
ES1 Bo-Bo	1906	60,000	100	5	Passengers	3,000	2	2

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	100	100	80	67	57	50	44	40
Passenger	100	87	68	56	47	41	36	32
Fast Freight	100	77	59	48	40	34	30	27
Freight	100	69	52	42	35	30	26	23
Bulk Freight	95	63	47	37	31	26	23	20

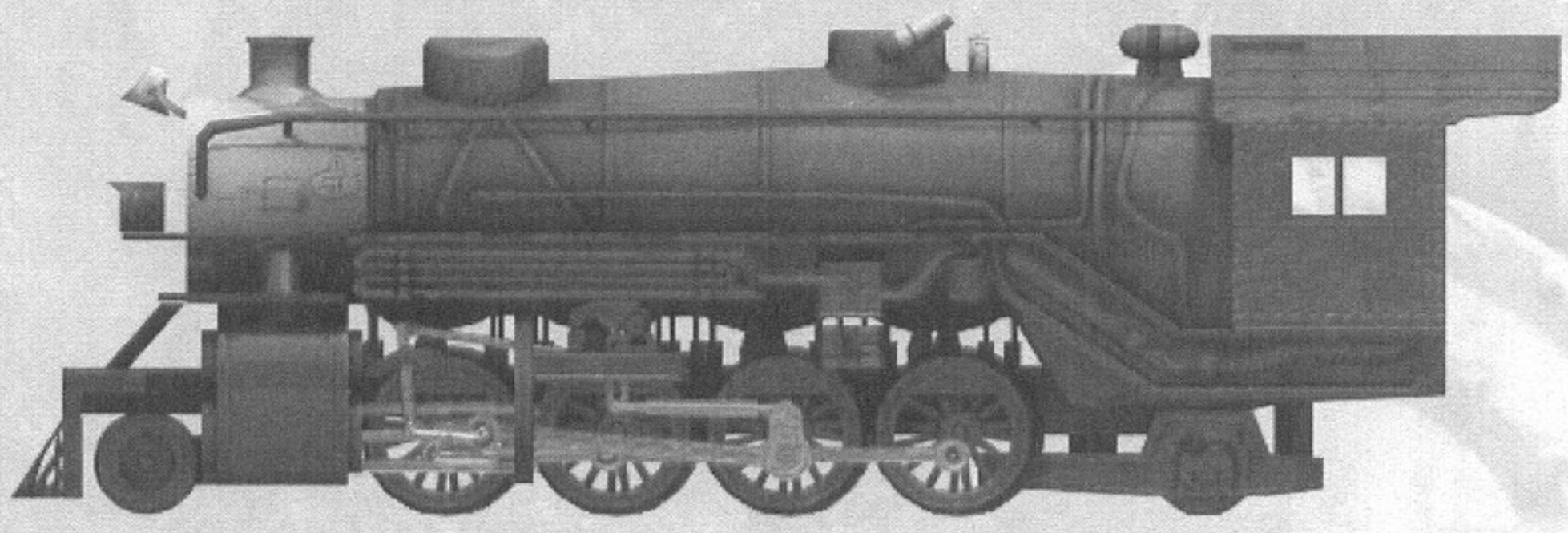
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight





2-8-2 Mikado

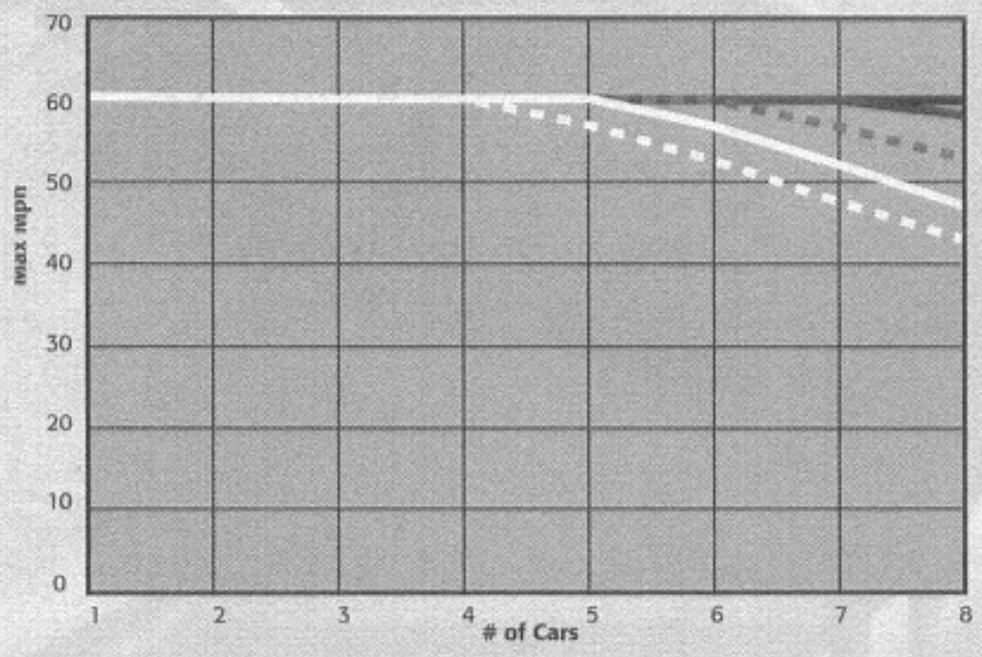


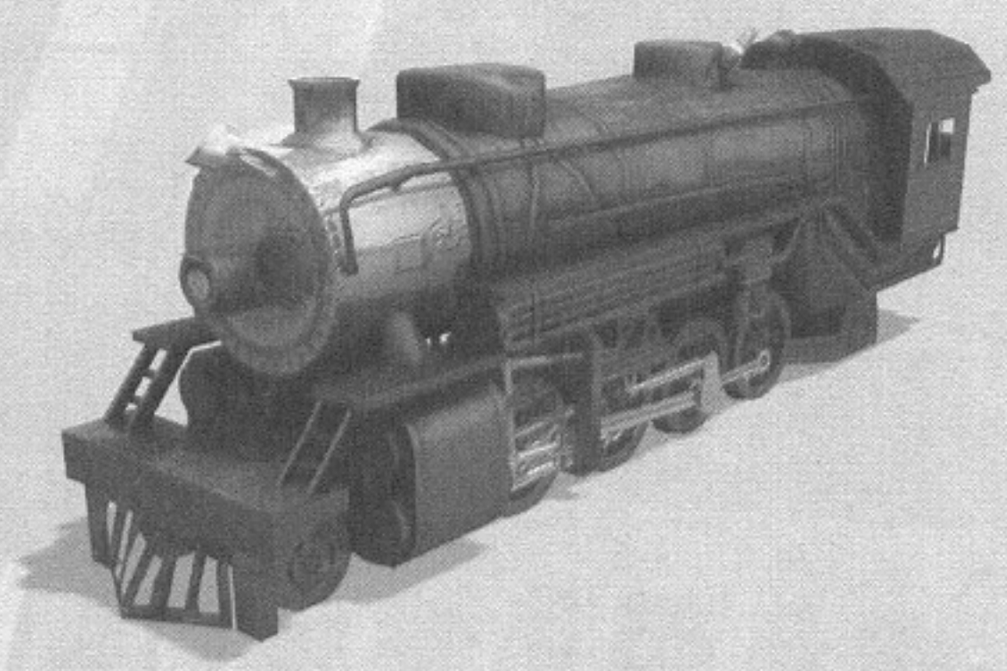
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
2-8-2 Mikado	1910	50,000	60	25	Freight	4,000	7-8	5-6

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	60	60	60	60	60	60	60	60
Passenger	60	60	60	60	60	60	60	59
Fast Freight	60	60	60	60	60	60	57	53
Freight	60	60	60	60	60	56	52	48
Bulk Freight	60	60	60	60	57	52	47	43

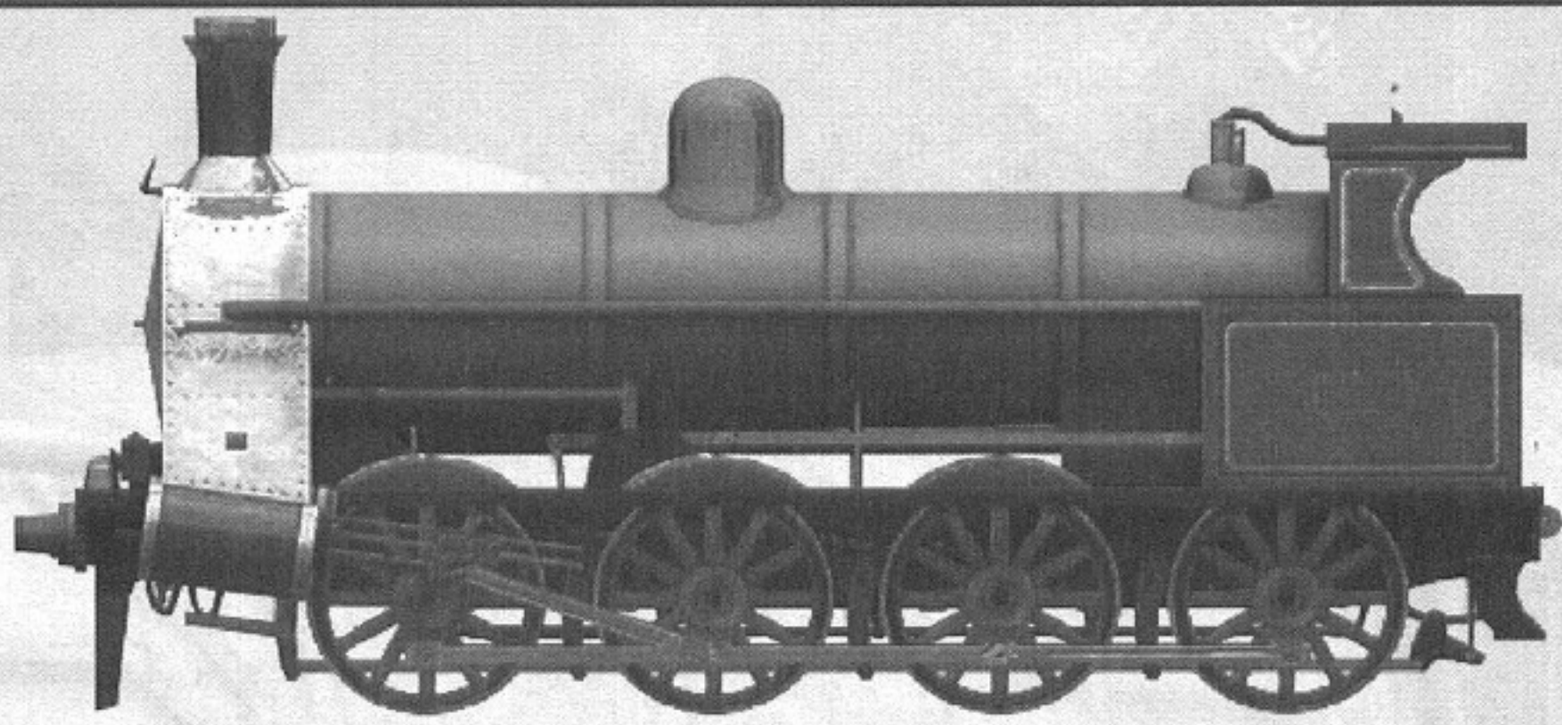
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight





0-8-0 Webb Compound

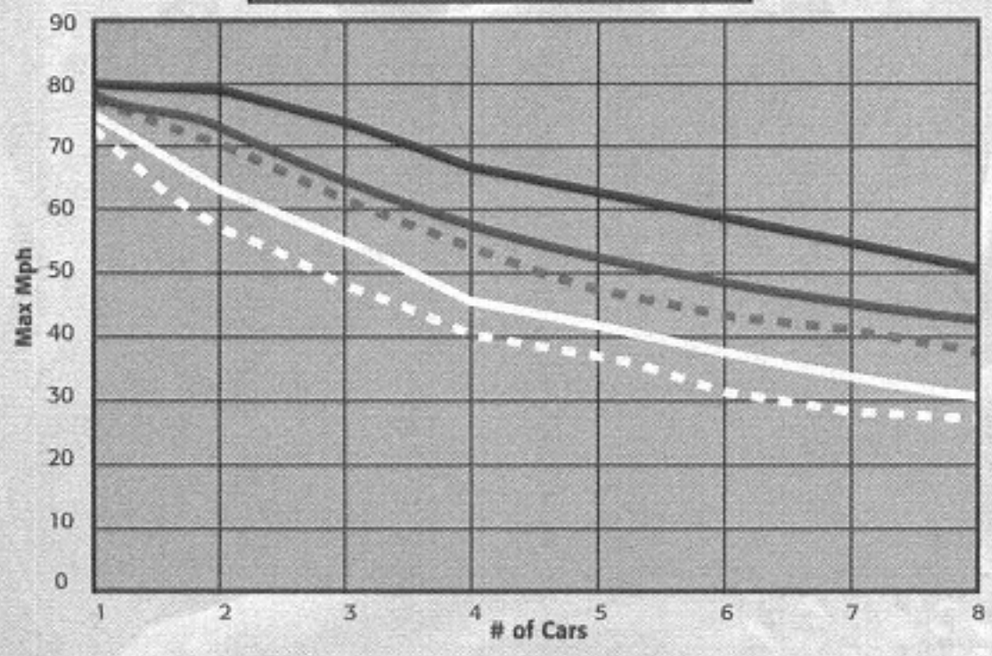


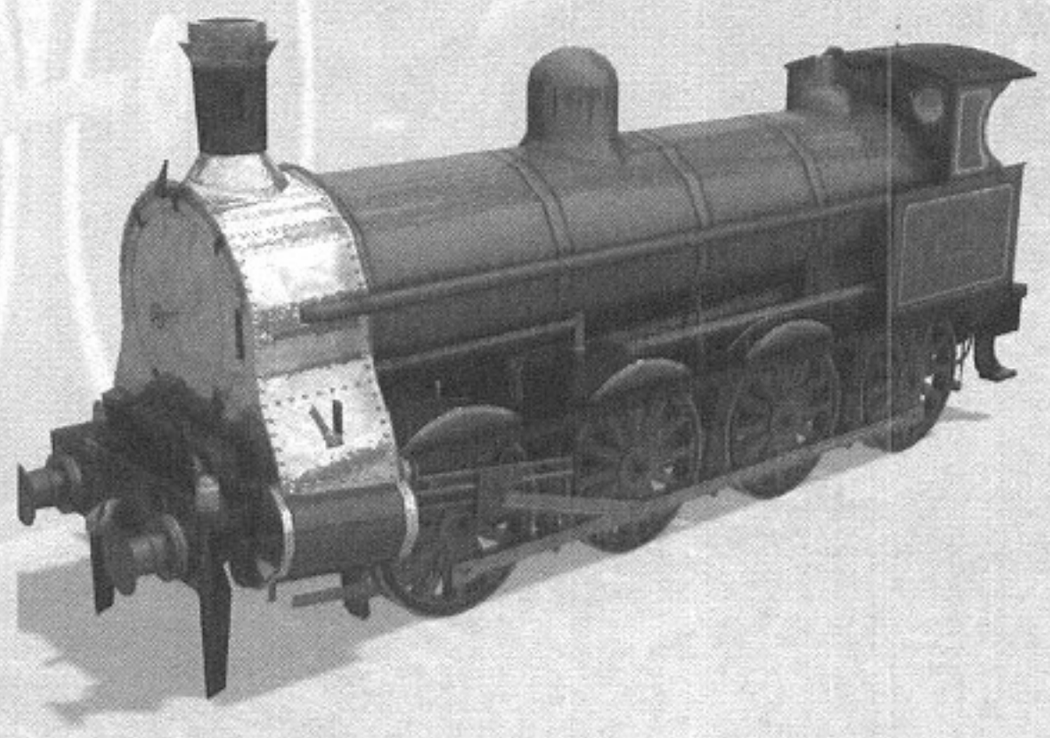
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
0-8-0 Webb Compound	1903	50,000	80	19	Freight	4,000	2	1-2

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	80	79	72	66	60	56	52	49
Passenger	80	75	66	59	54	49	46	42
Fast Freight	80	70	61	54	49	44	40	37
Freight	80	67	57	50	44	40	36	33
Bulk Freight	78	63	54	46	41	37	33	30

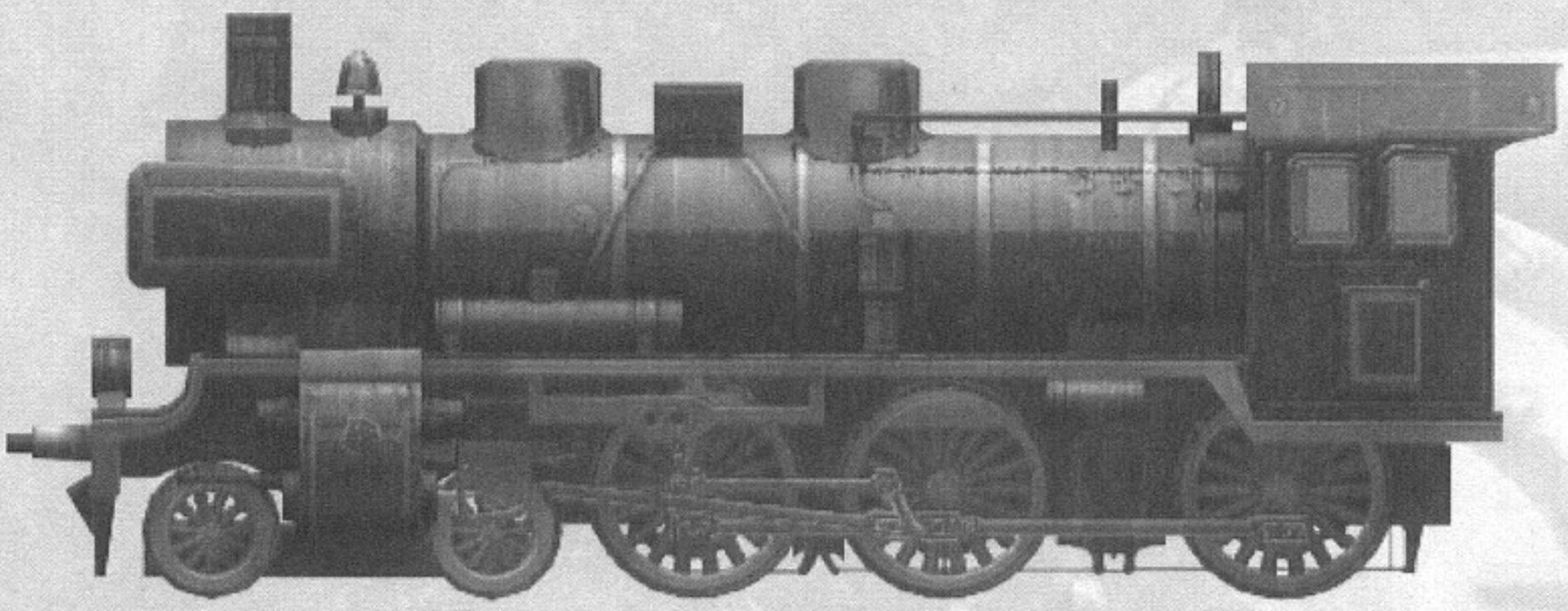
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight





4-6-0 P8

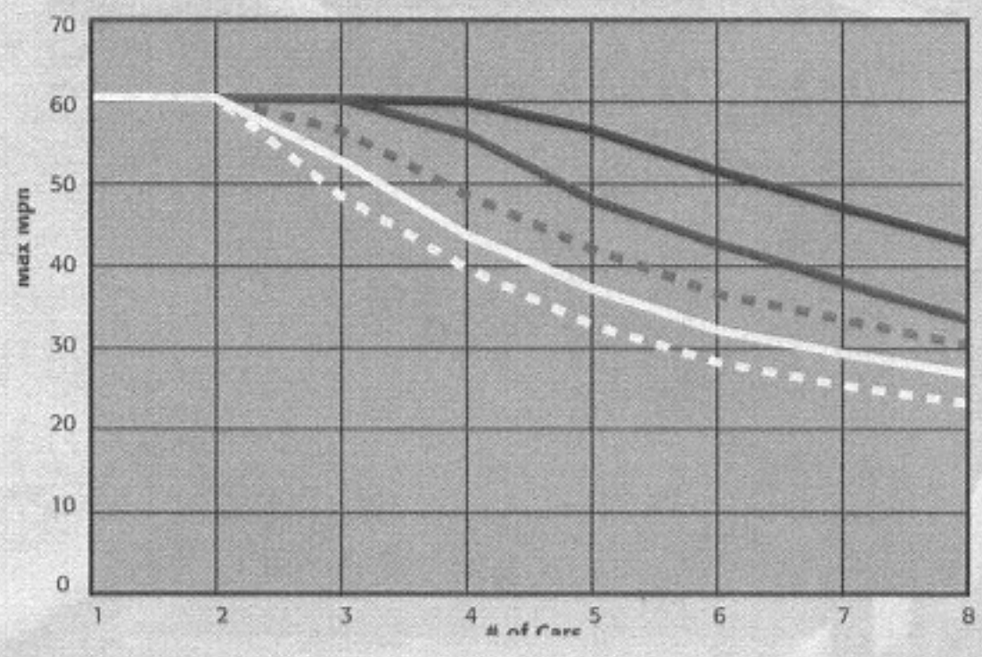


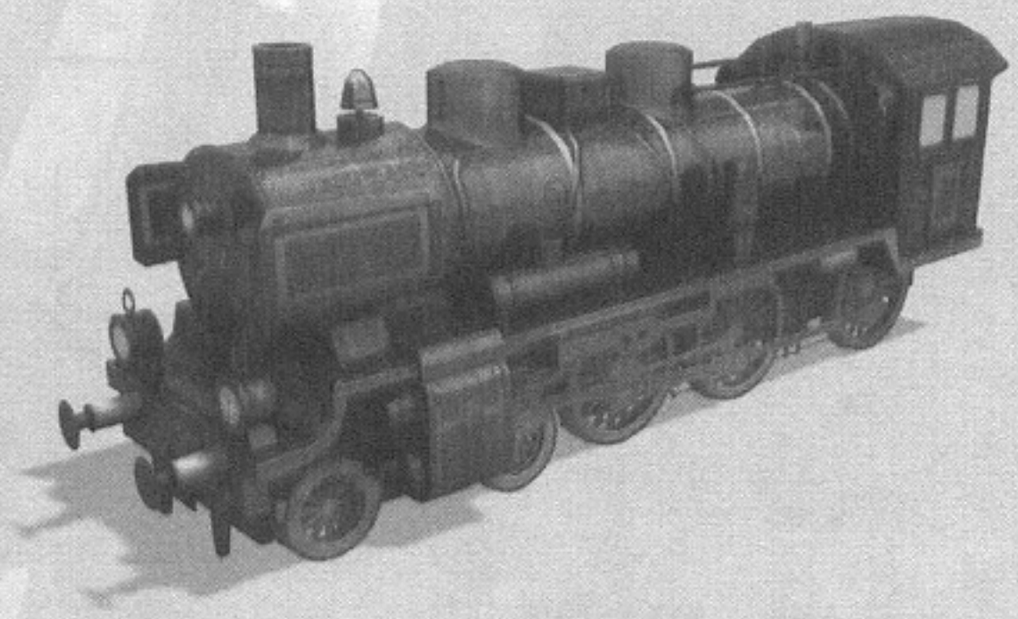
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-6-0 Class P8	1900	60,000	60	11	Mixed	4,000	3	2-3

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	60	60	60	60	56	51	46	43
Passenger	60	60	60	55	48	43	39	36
Fast Freight	60	60	57	49	43	38	34	31
Freight	60	60	52	44	38	33	30	27
Bulk Freight	60	60	48	40	34	30	27	24

LEGEND

- =Mail
- =Passenger
- =Fast Freight
- =Freight
- =Bulk Freight





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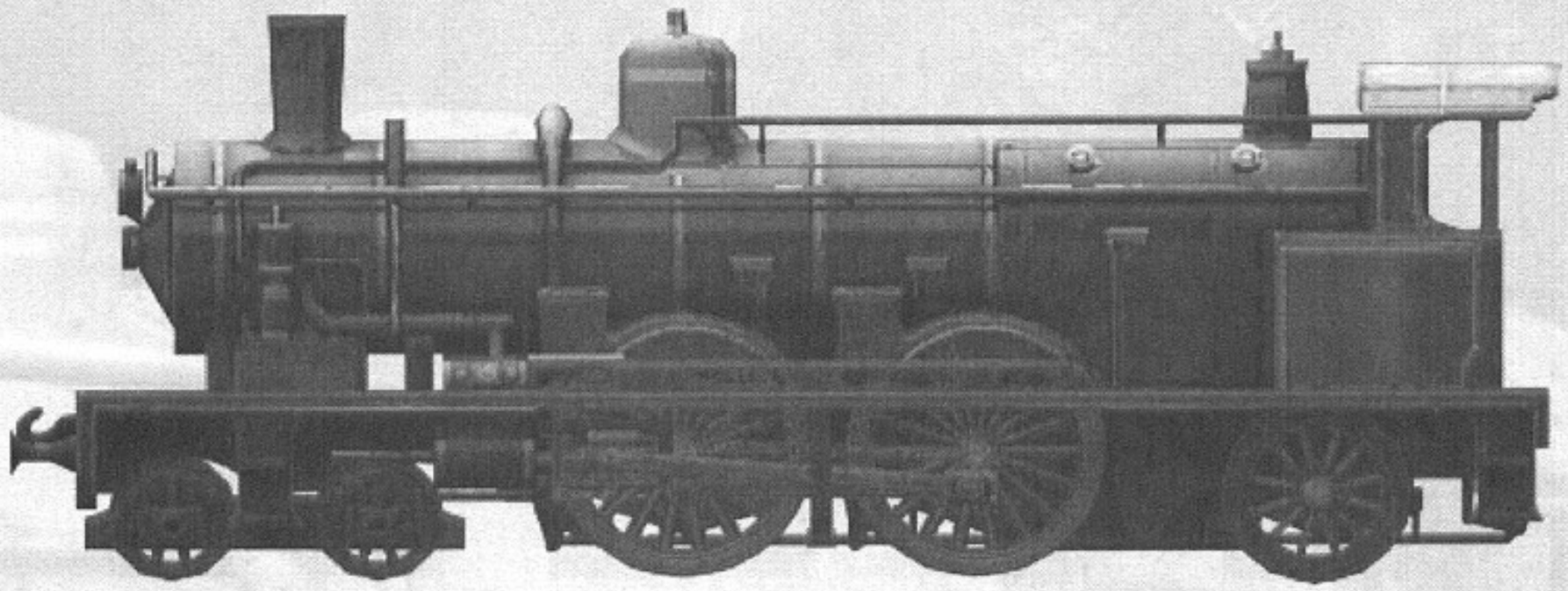
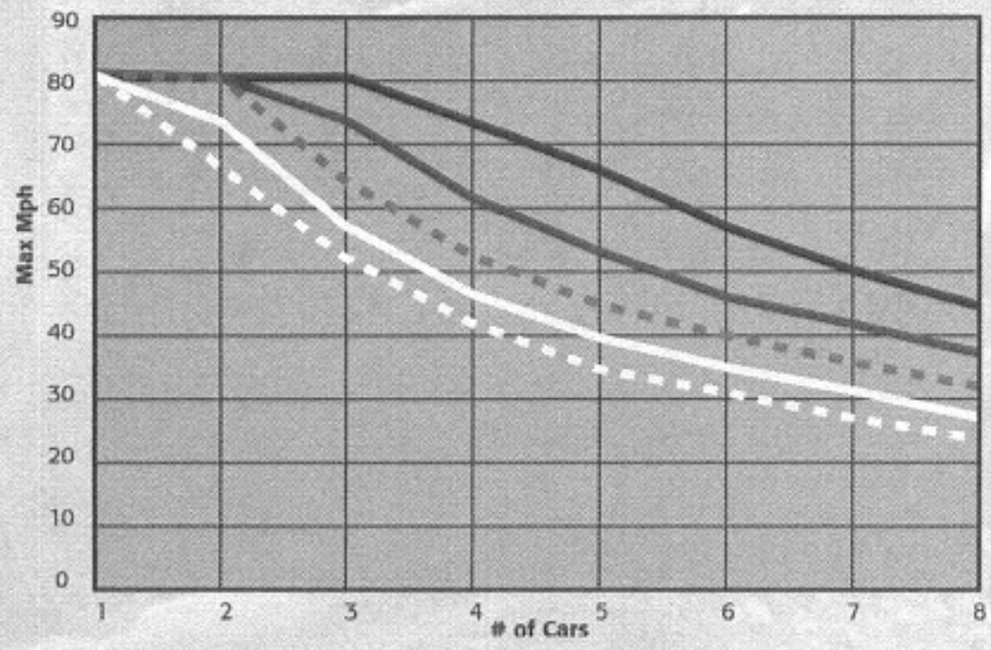


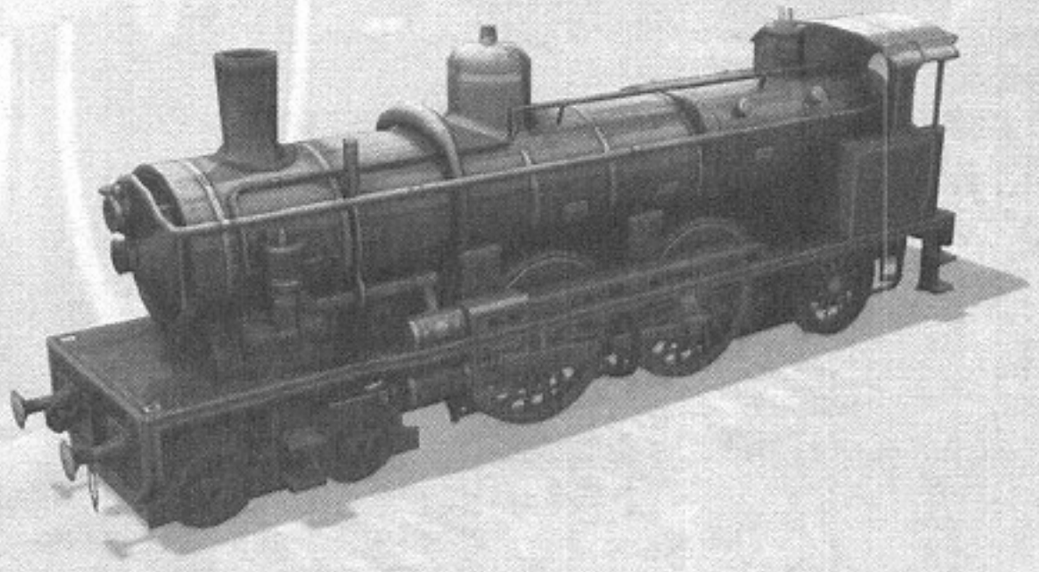
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-4-2 de Glehn Atlantic	1910	40,000	80	8	Passengers	3500	3	1-2

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	80	80	80	71	62	56	50	46
Passenger	80	80	72	61	53	47	42	38
Fast Freight	80	80	64	53	46	40	36	32
Freight	80	73	58	47	40	35	31	28
Bulk Freight	80	67	52	43	36	31	28	25

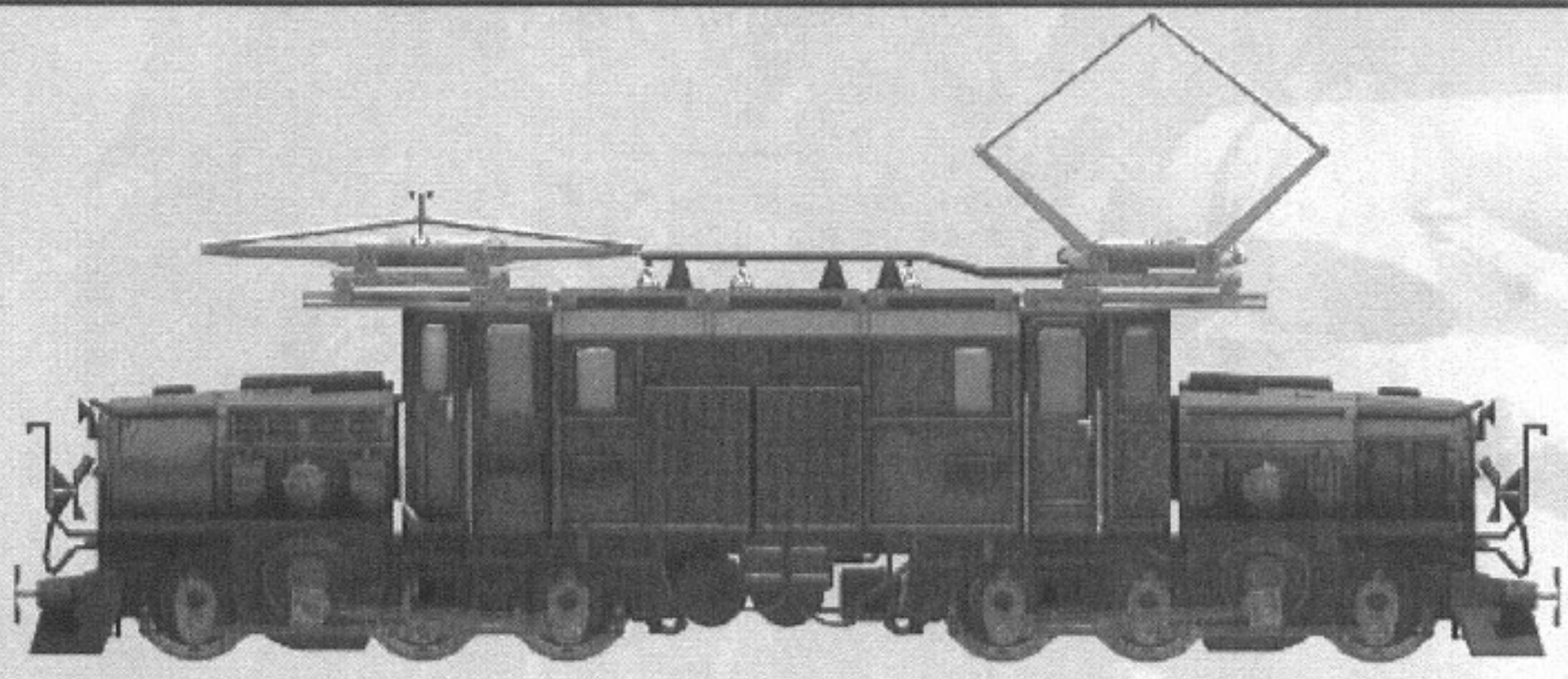
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight





Ge66 Crocodile

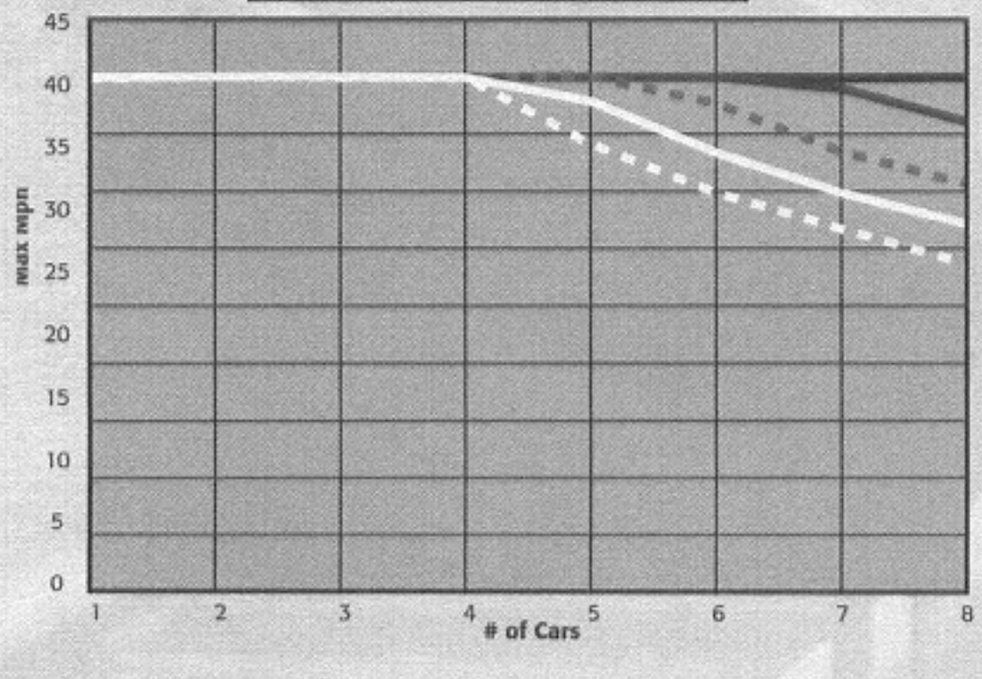


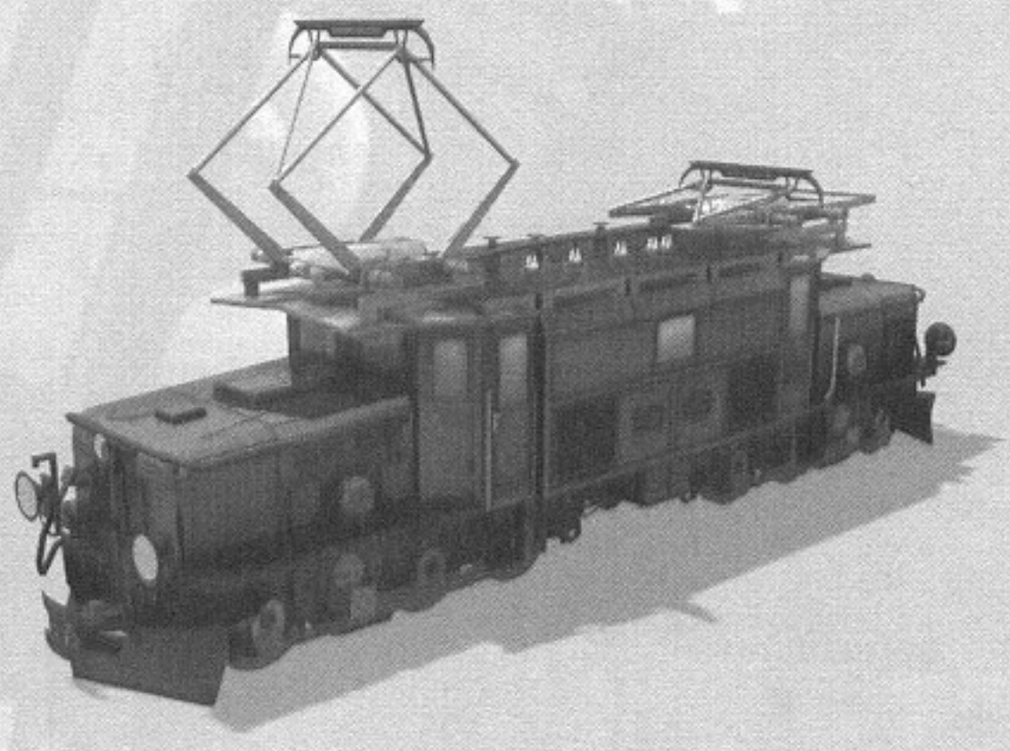
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
Ge 6/6 Crocodile Electric	1920	50,000	40	9	Mixed	2,000	7	4-6

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	40	40	40	40	40	40	40	40
Passenger	40	40	40	40	40	40	40	36
Fast Freight	40	40	40	40	40	38	34	31
Freight	40	40	40	40	38	34	30	27
Bulk Freight	40	40	40	40	35	30	27	24

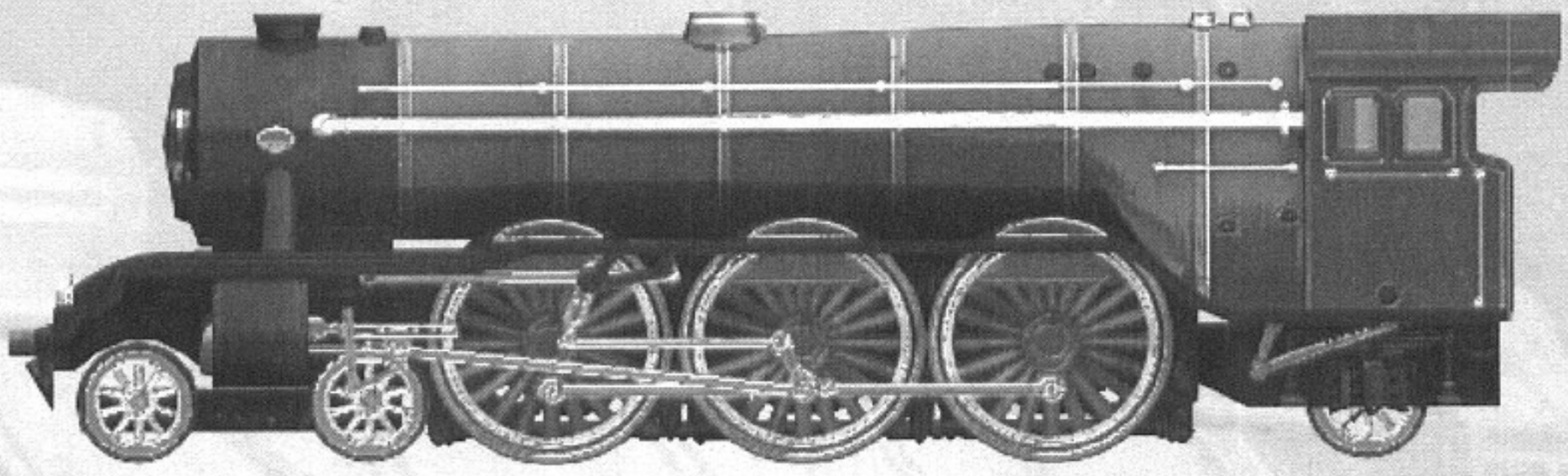
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight



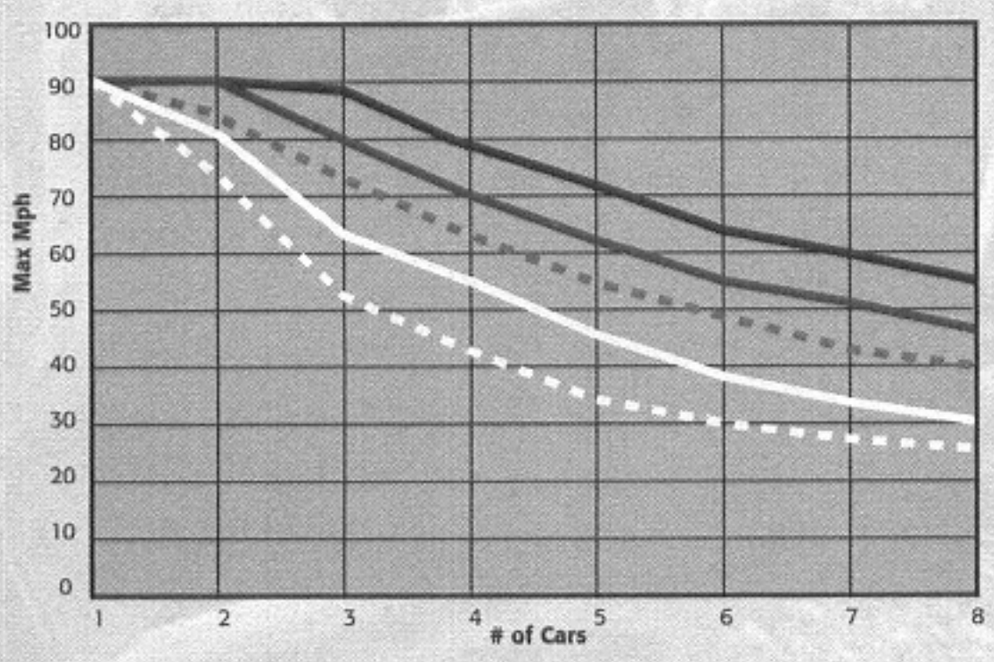


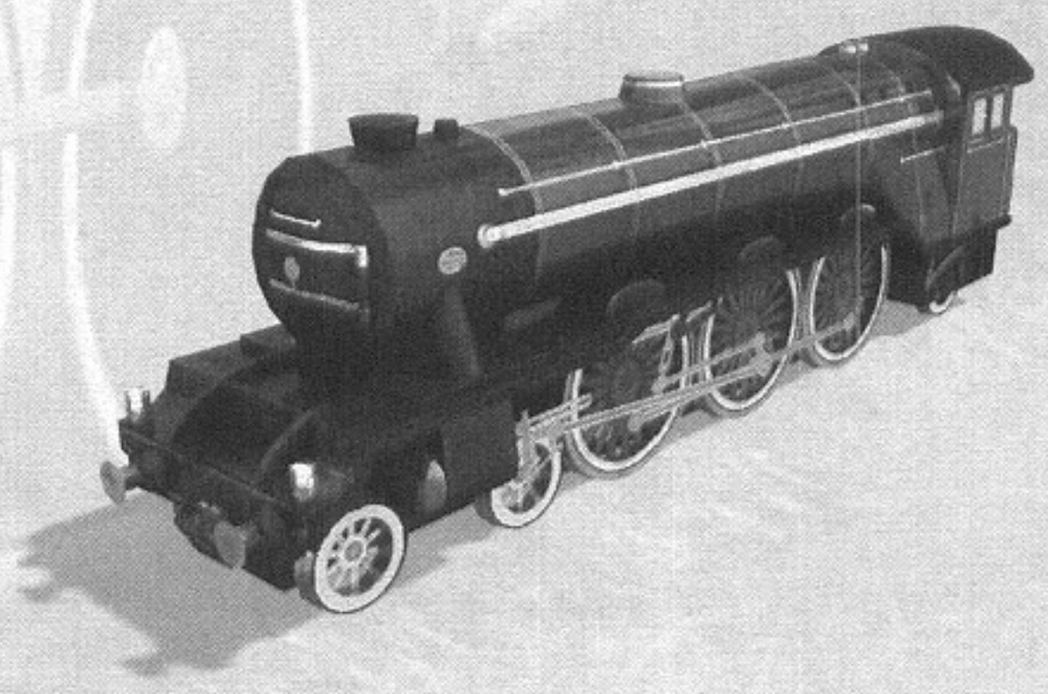
4-6-2 A1



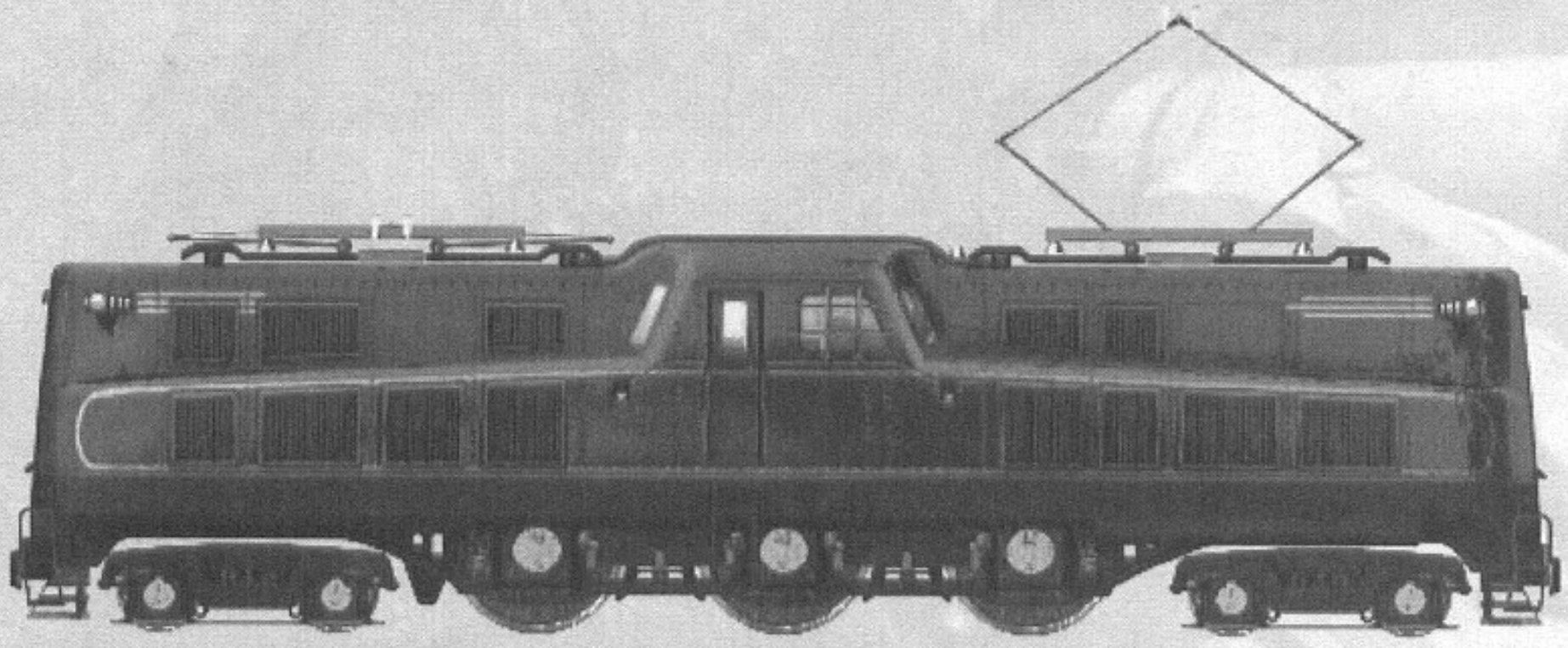
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-6-2 A1	1922	65,000	90	13	Mixed	4,000	3	1-2

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	90	90	89	79	71	65	60	55
Passenger	90	90	80	70	62	56	51	47
Fast Freight	90	87	73	63	55	49	44	40
Freight	90	81	67	57	50	44	39	36
Bulk Freight	90	76	62	52	45	40	35	32





P5

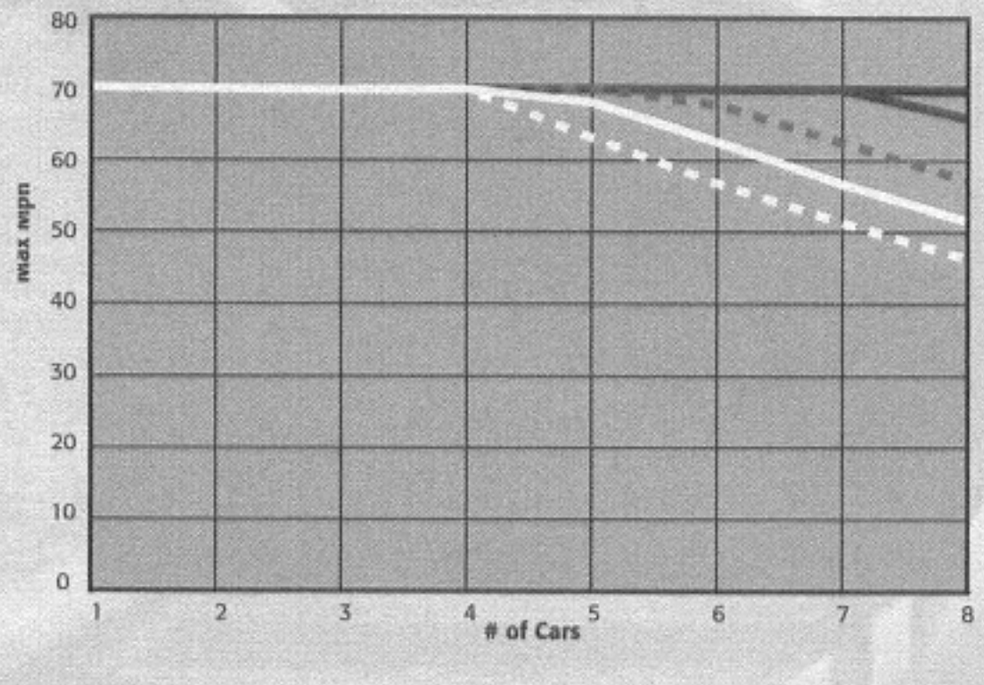


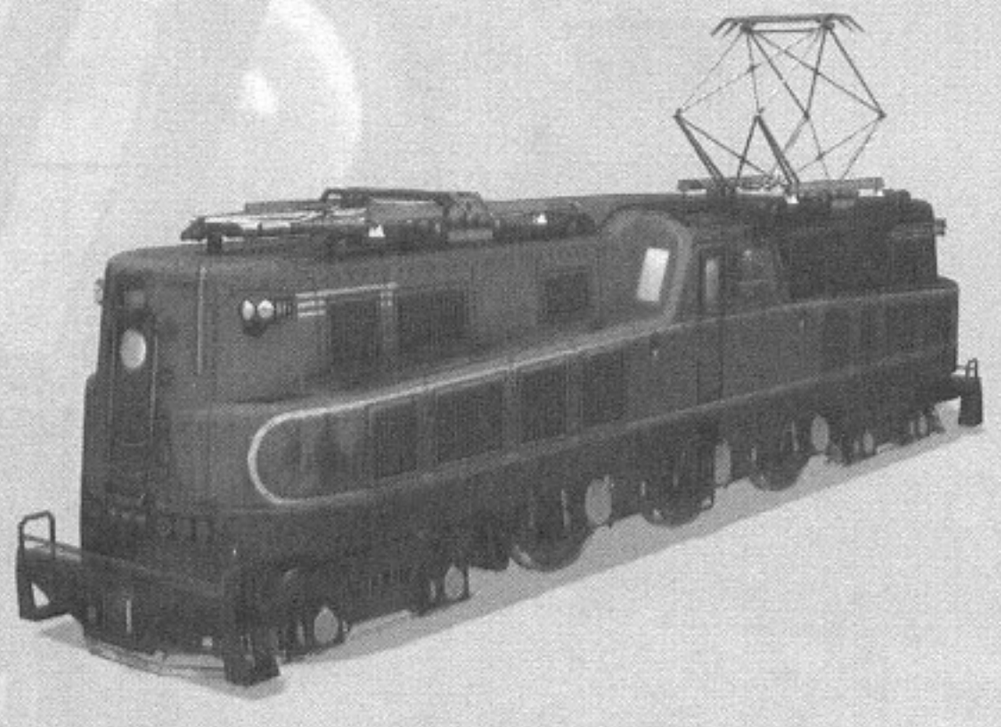
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
P5-a 2-Co-2	1925	80,000	70	18	Freight	4,000	7	4-5

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	70	70	70	70	70	70	70	70
Passenger	70	70	70	70	70	70	70	65
Fast Freight	70	70	70	70	70	69	63	58
Freight	70	70	70	70	69	62	56	51
Bulk Freight	70	70	70	70	63	56	51	46

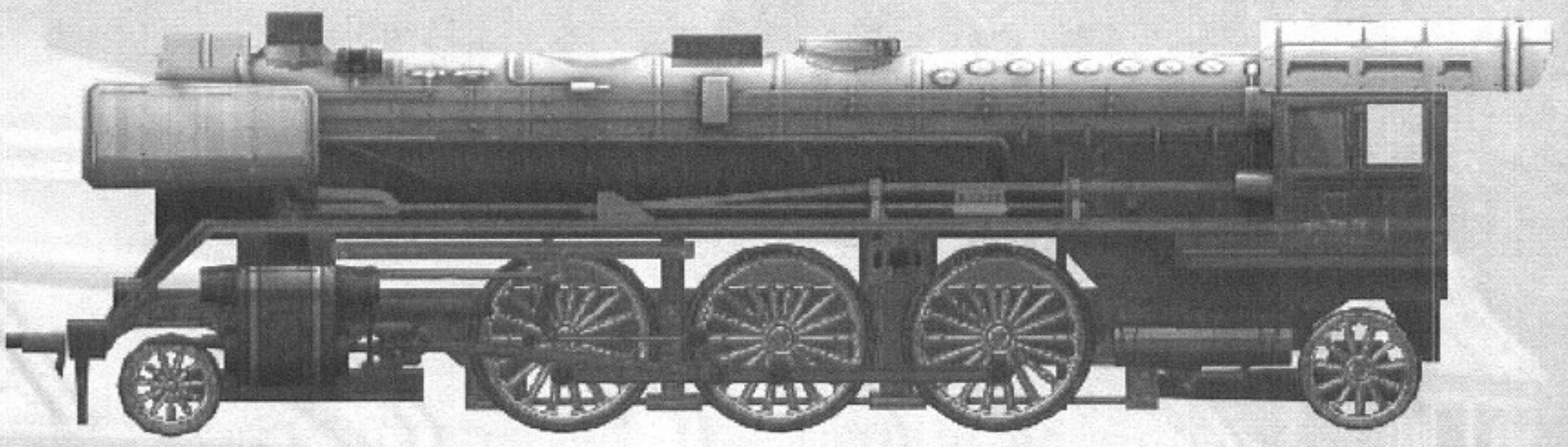
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight



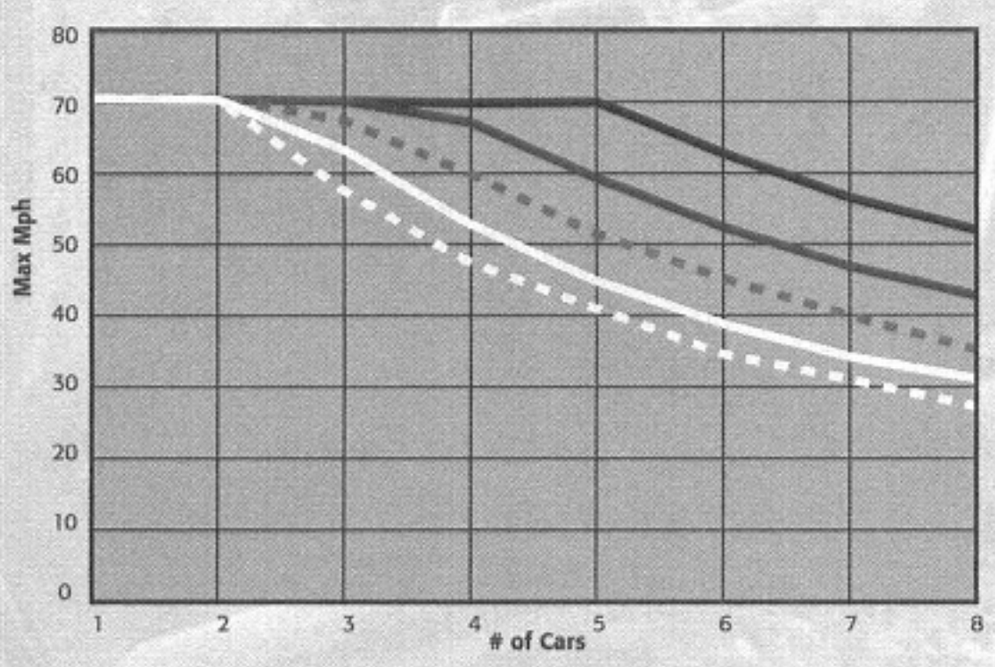


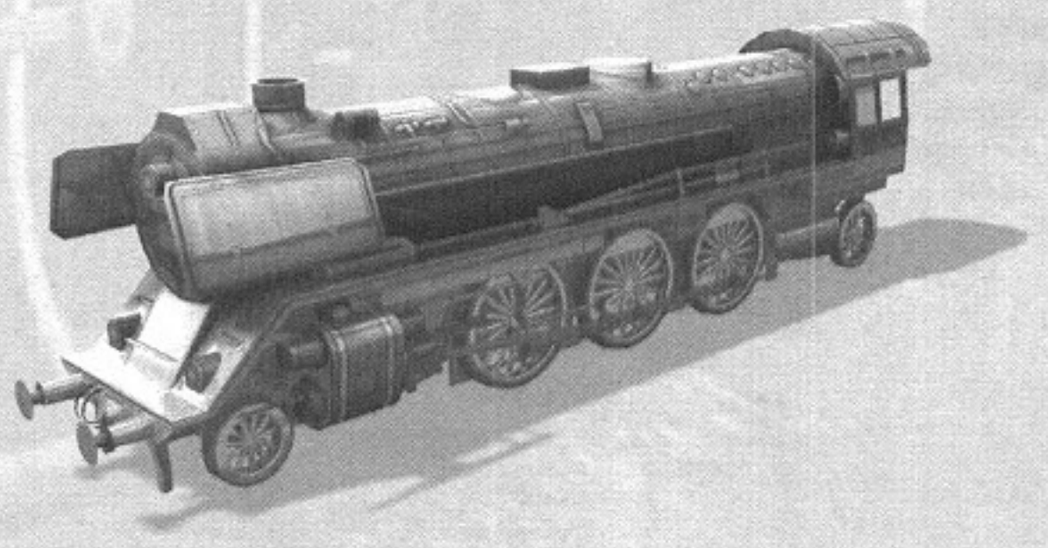
4-6-2 Class 01



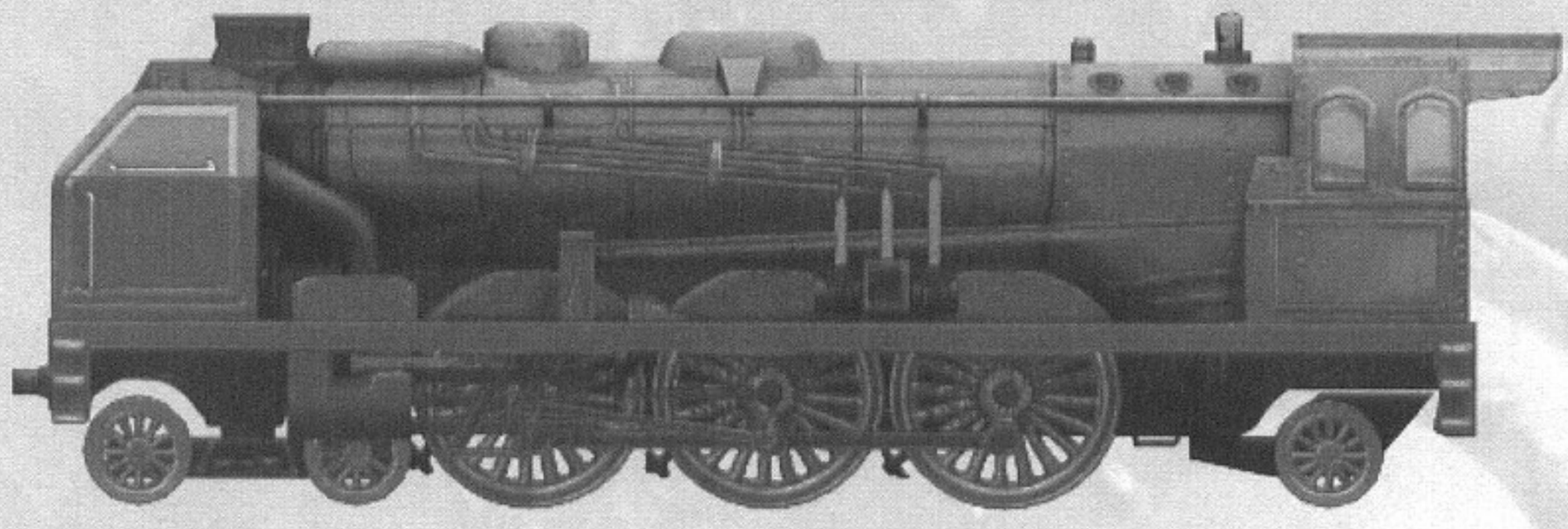
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-6-2 A4	1935	70,000	90	2	Passengers	4500	3	2-3

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	60	60	60	60	52	46	41	37
Passenger	60	60	60	51	43	38	33	30
Fast Freight	60	60	53	44	37	32	28	25
Freight	60	60	47	38	32	28	24	22
Bulk Freight	60	56	43	34	29	25	22	19





4-6-2 Nord Pacific

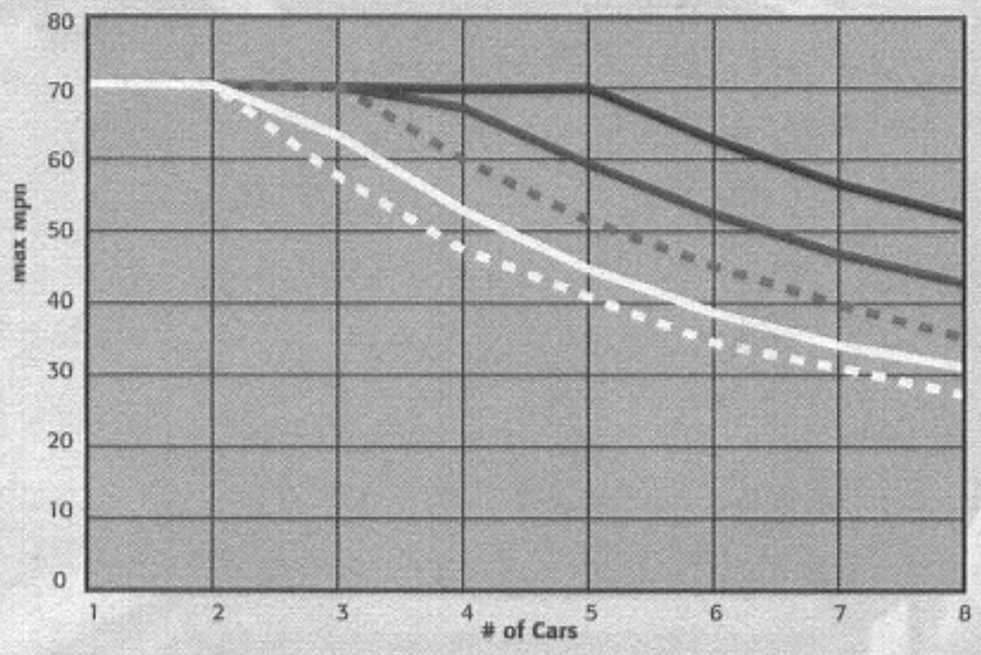


Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-6-2 Nord Pacific	1931	60,000	70	8	Passengers	3500	4	2-3

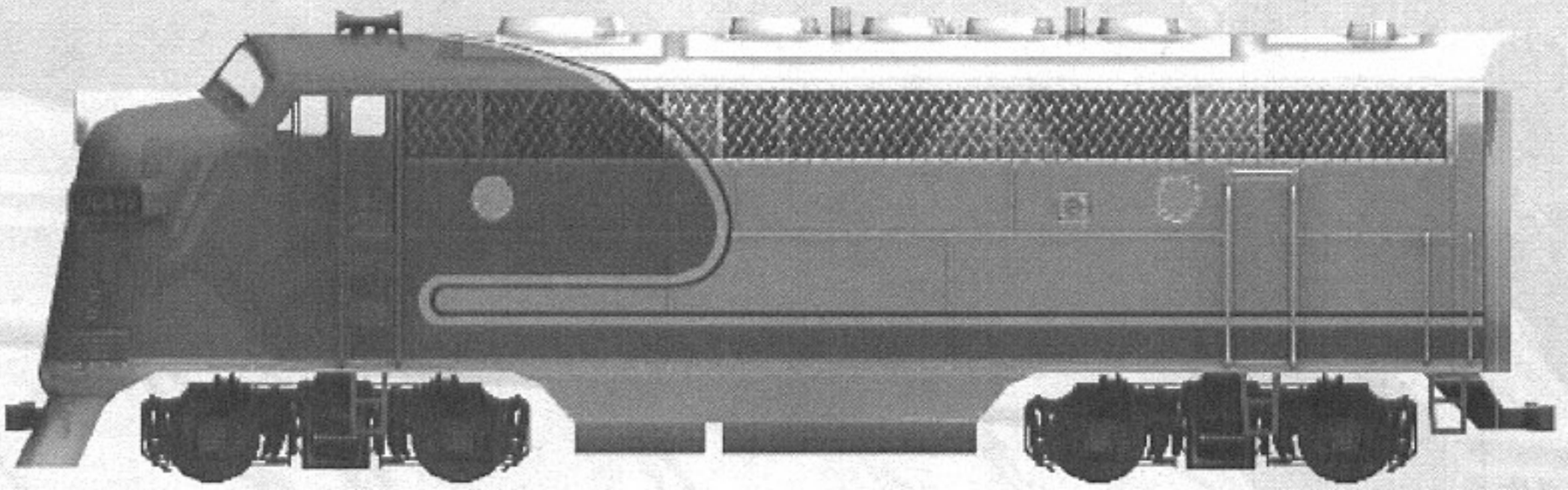
Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	70	70	70	70	70	63	56	51
Passenger	70	70	70	69	59	52	47	42
Fast Freight	70	70	70	60	51	45	40	36
Freight	70	70	65	53	45	39	35	31
Bulk Freight	70	70	59	48	41	35	31	28

LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight

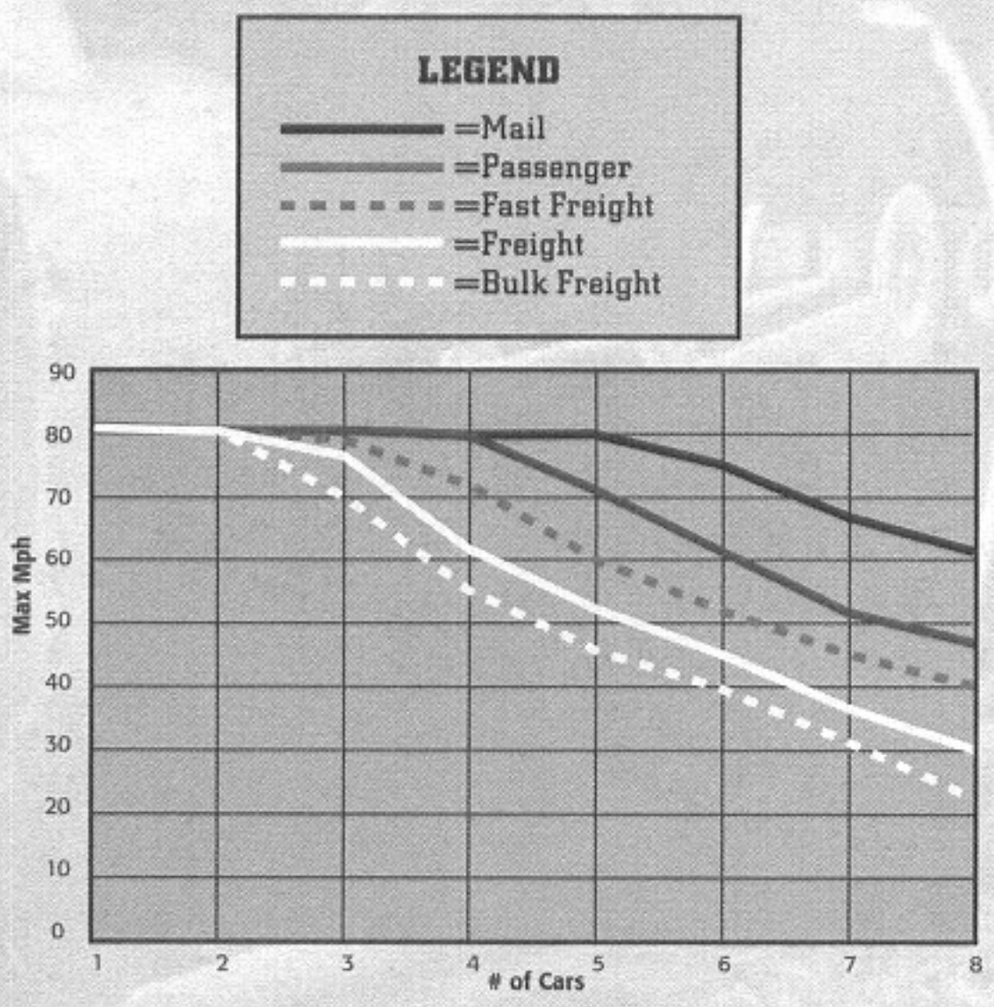


EMD F3

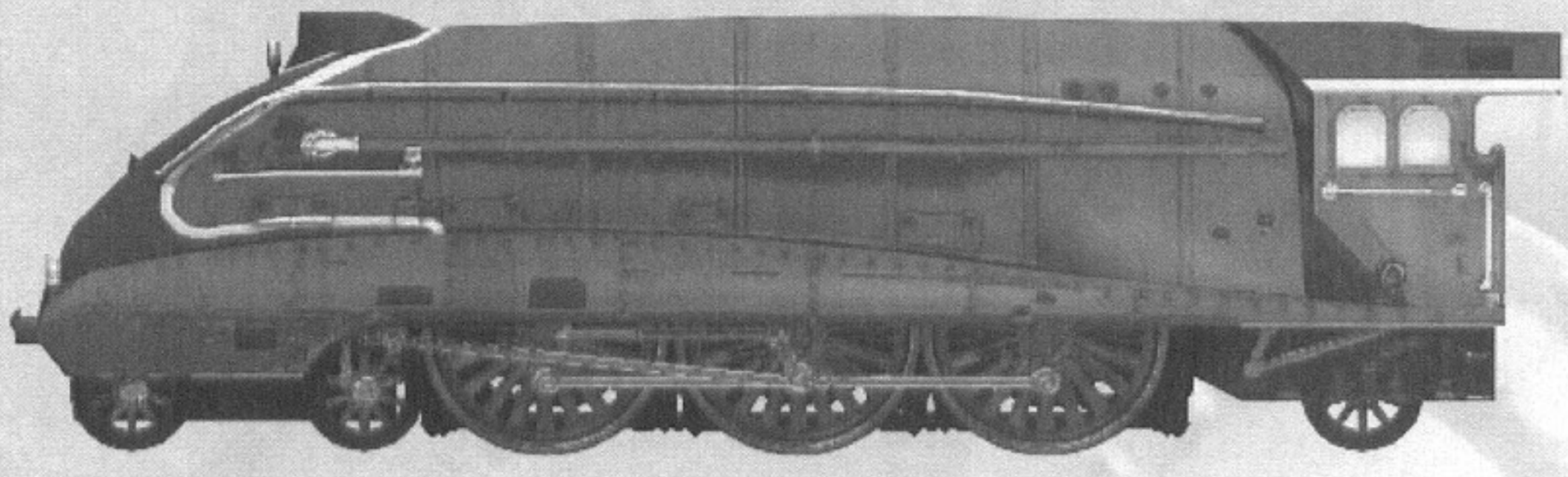


Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
EMD F-Series	1935	65,000	80	5	Passengers	4,500	4	2-3

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	80	80	80	80	80	75	67	60
Passenger	80	80	80	80	71	61	54	48
Fast Freight	80	80	80	71	60	52	45	41
Freight	80	80	78	63	52	45	39	35
Bulk Freight	80	80	70	56	46	39	34	31



4-6-2 A4

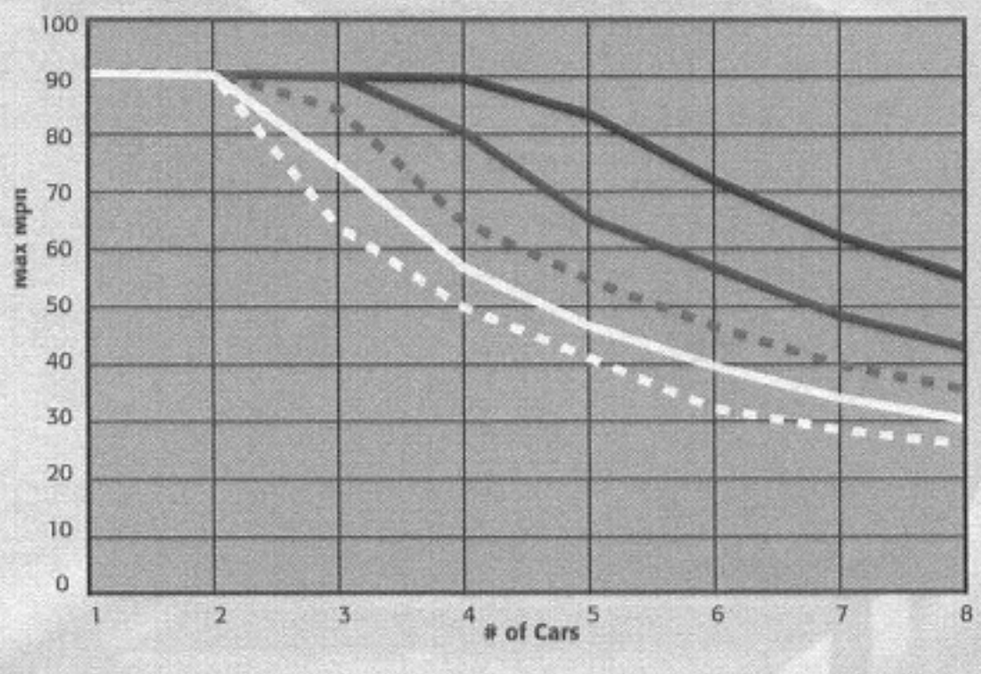


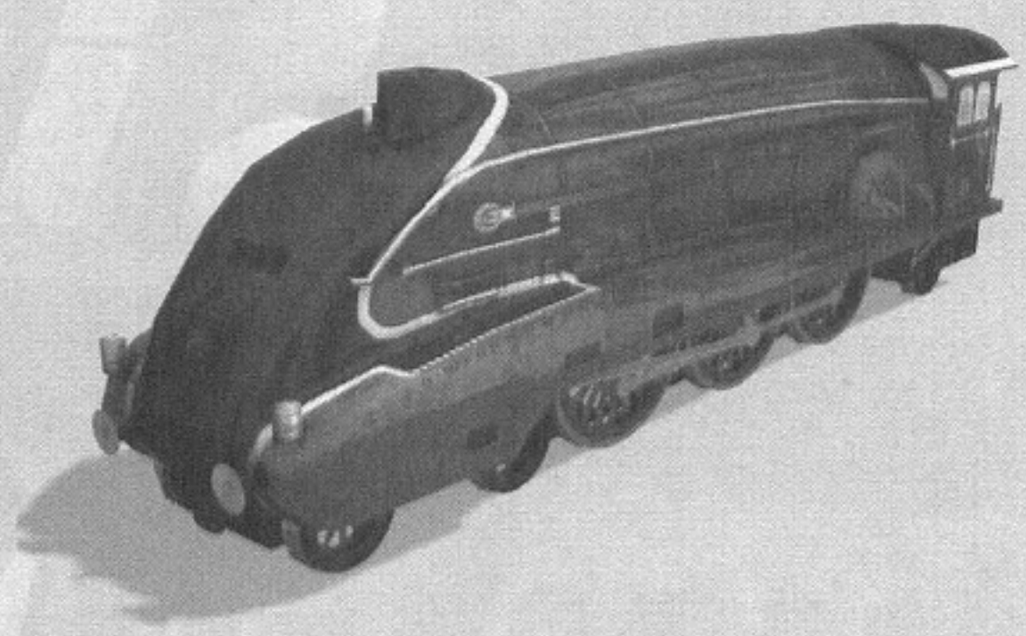
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-6-2 Class 01	1925	65,000	70	8	Passengers	4,000	4	2-3

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	90	90	90	90	83	71	62	55
Passenger	90	90	90	80	66	56	48	43
Fast Freight	90	90	86	67	55	46	40	35
Freight	90	90	74	57	47	39	34	30
Bulk Freight	90	90	65	50	41	34	30	26

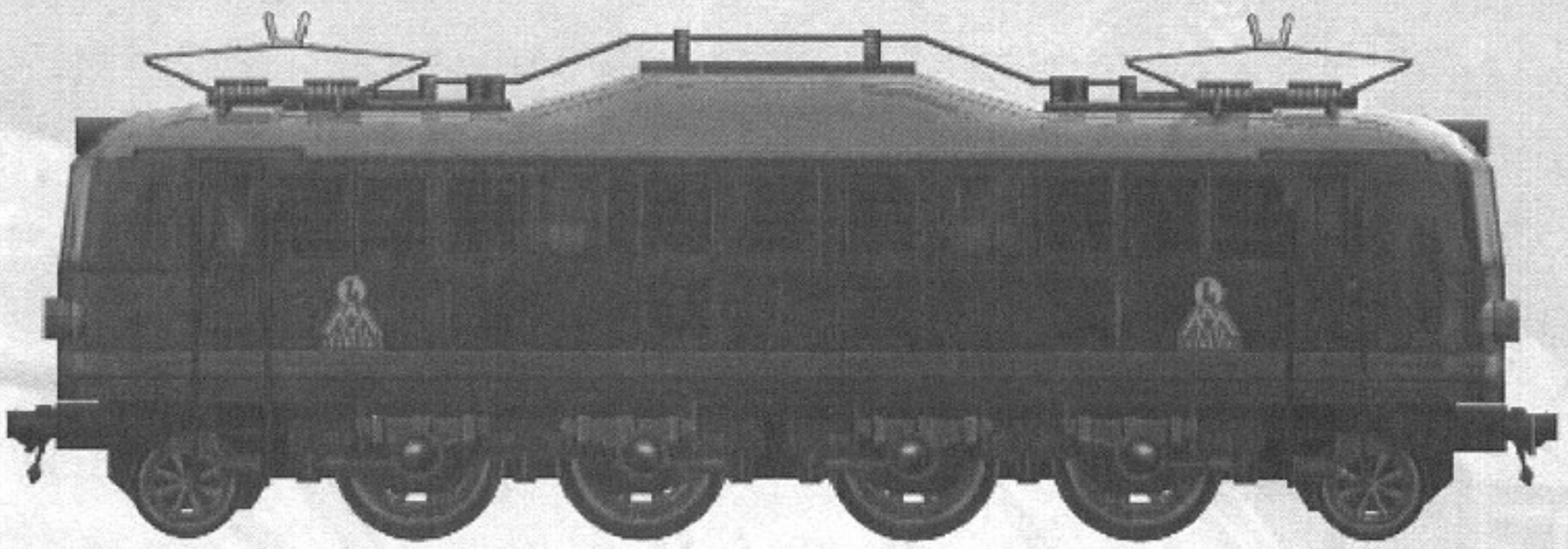
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight





1Do1 E18

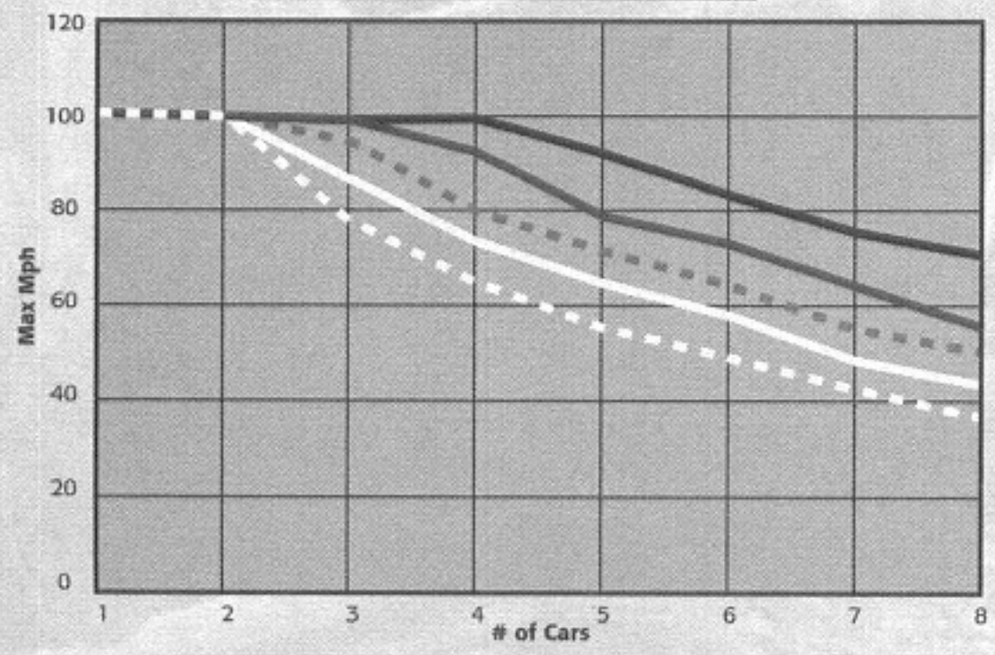


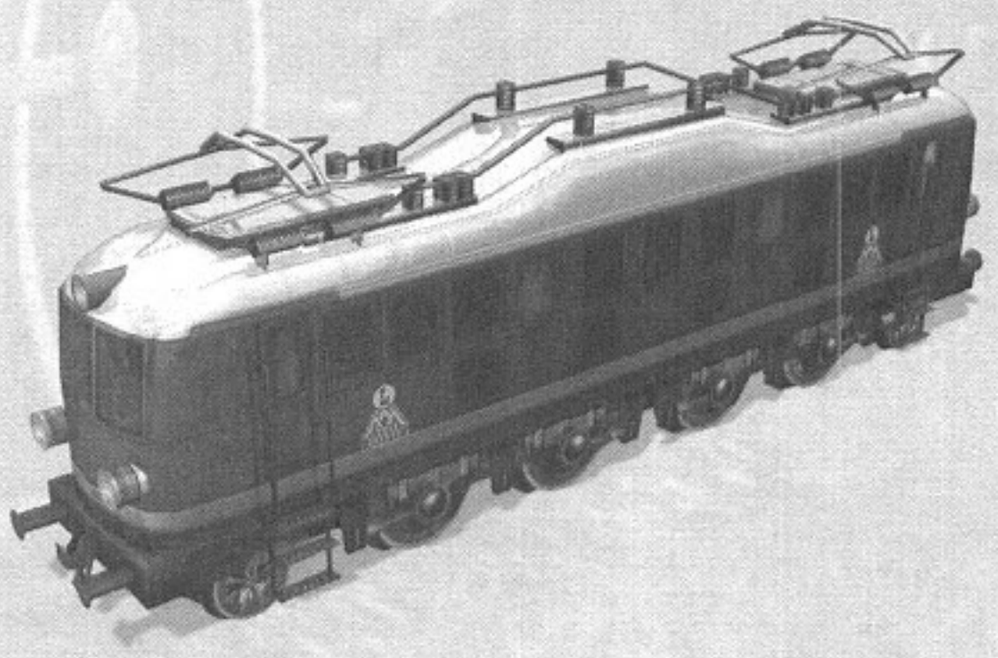
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
1-Do-1 Class E18 Electric	1935	70,000	100	8	Passengers	4,000	3	2-3

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	100	100	100	100	94	83	75	69
Passenger	100	100	100	91	79	70	62	56
Fast Freight	100	100	96	80	69	60	53	48
Freight	100	100	86	71	60	53	47	42
Bulk Freight	100	100	78	64	54	47	41	37

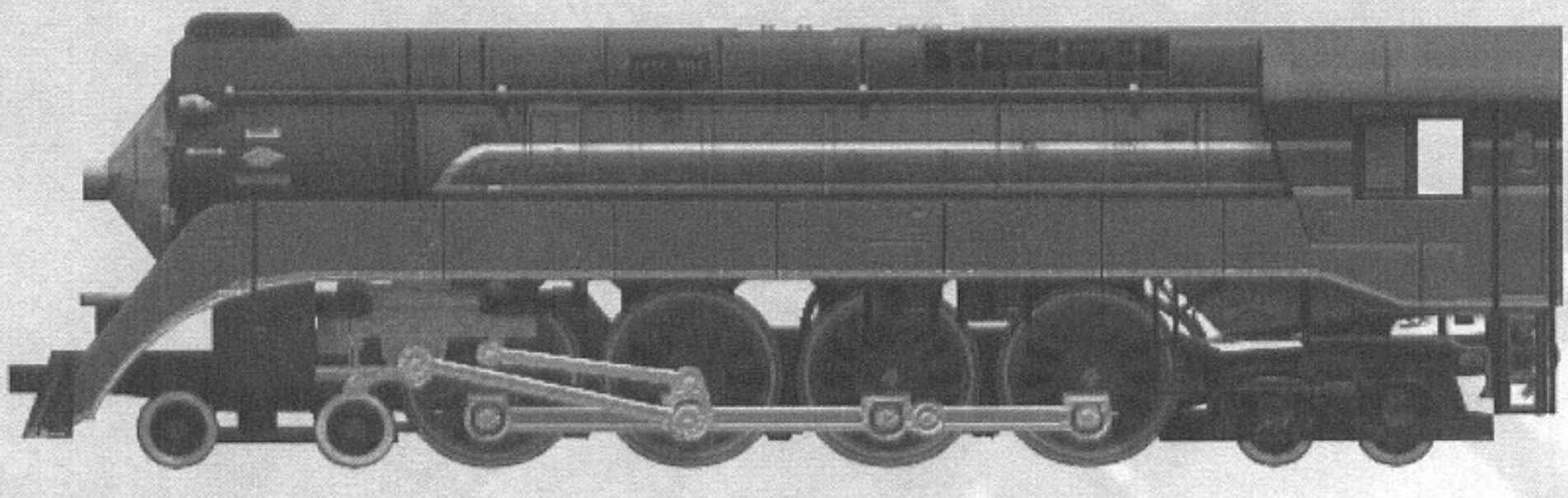
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight



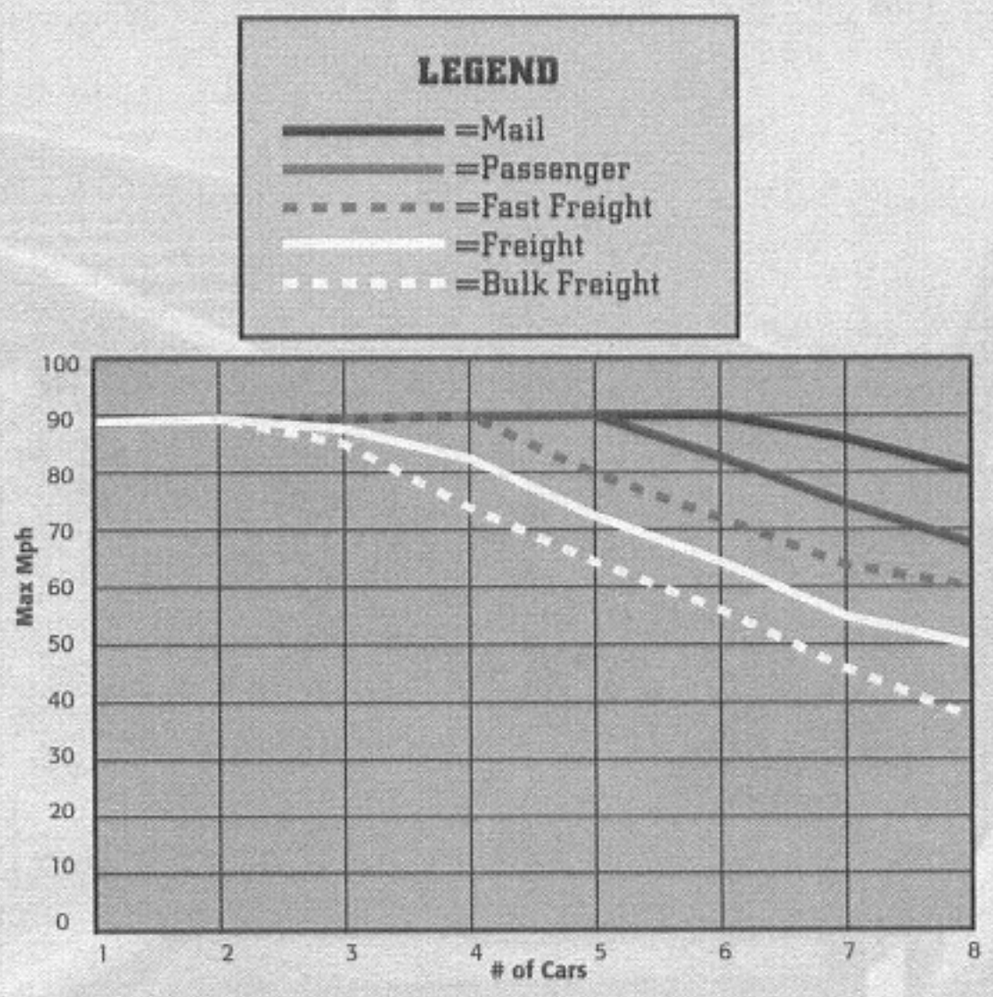


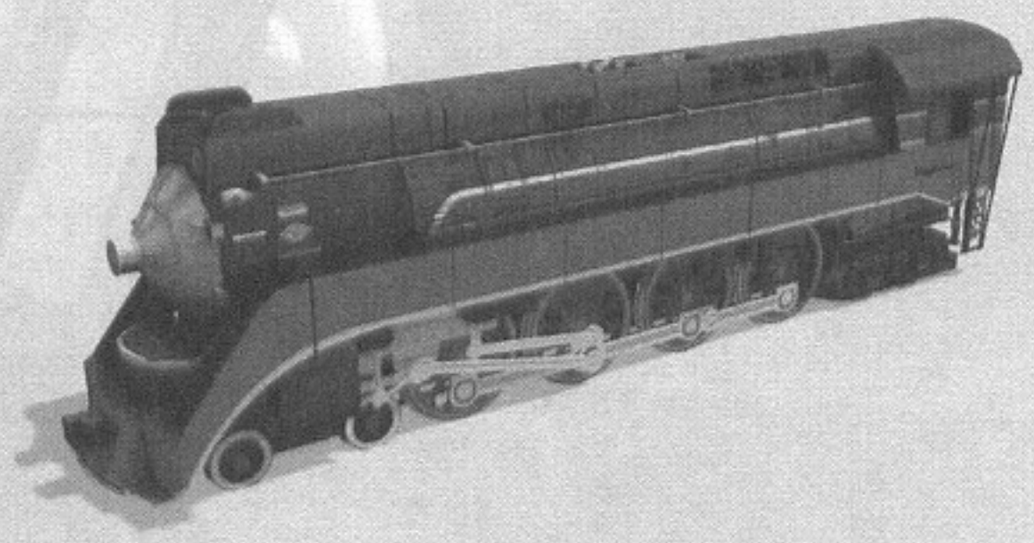
4-8-4 GS 2



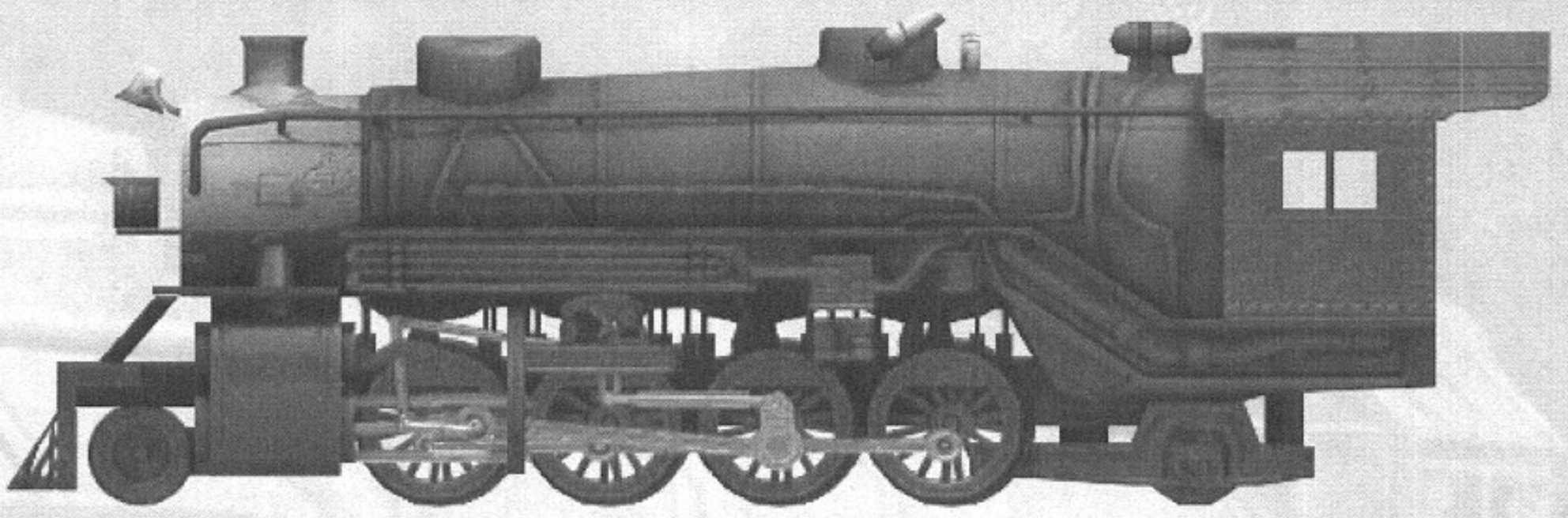
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
4-8-4 Golden State	1940	80,000	90	16	Mixed	4,500	5	3-4

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	90	90	90	90	90	90	86	80
Passenger	90	90	90	90	88	81	74	69
Fast Freight	90	90	90	90	80	72	65	60
Freight	90	90	90	82	72	65	58	53
Bulk Freight	90	90	89	76	66	59	53	48



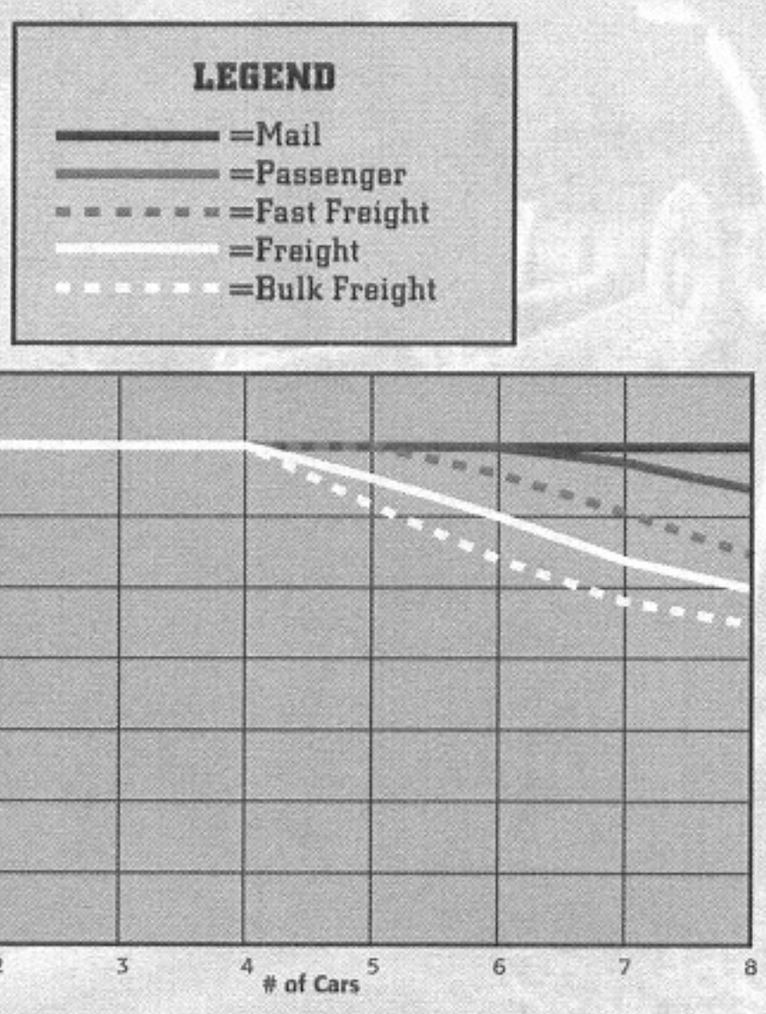


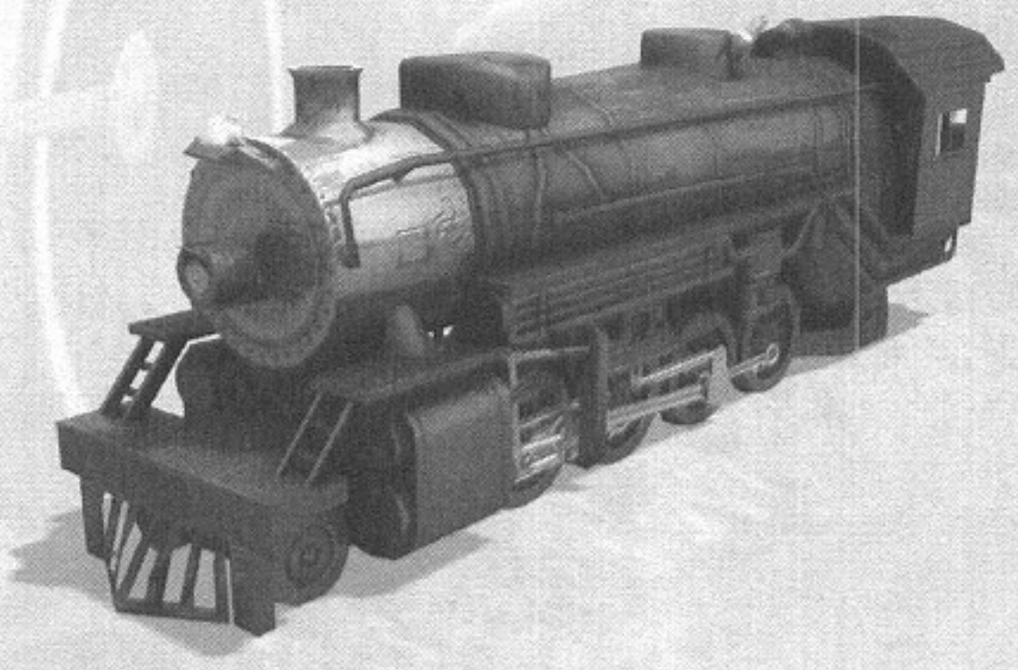
2-8-2 Class 141



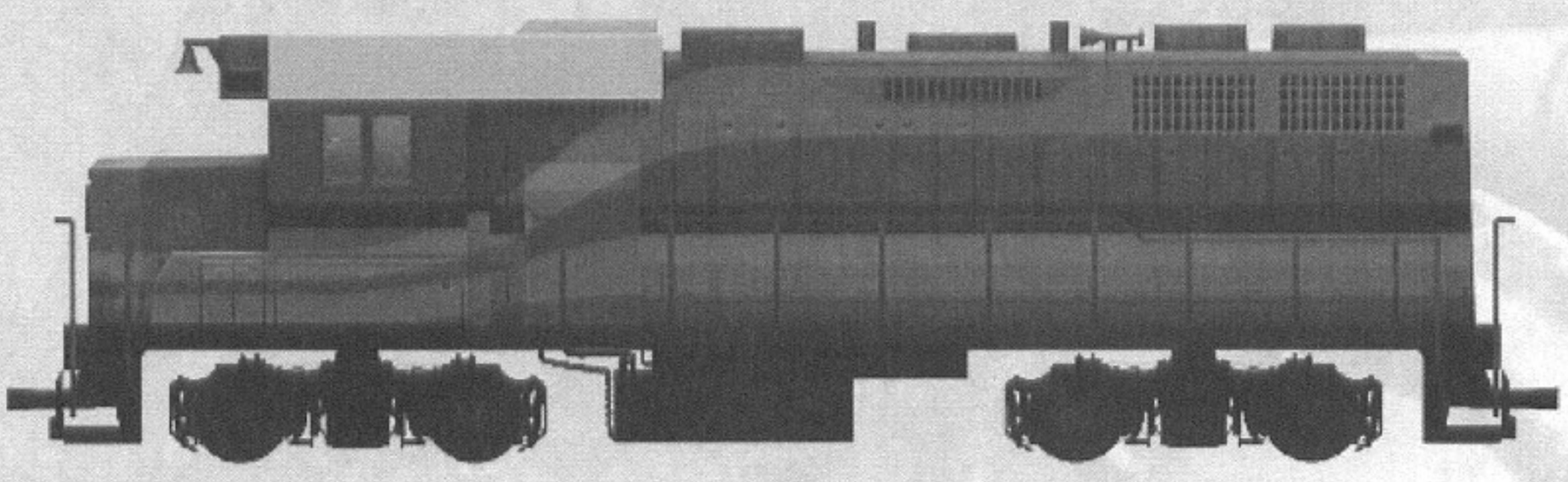
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
2-8-2 Class 141	1942	70,000	70	17	Freight	4,000	7	4-5

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	70	70	70	70	70	70	70	70
Passenger	70	70	70	70	70	70	68	63
Fast Freight	70	70	70	70	70	66	60	56
Freight	70	70	70	70	67	60	54	49
Bulk Freight	70	70	70	70	61	54	49	45





EMD GP38

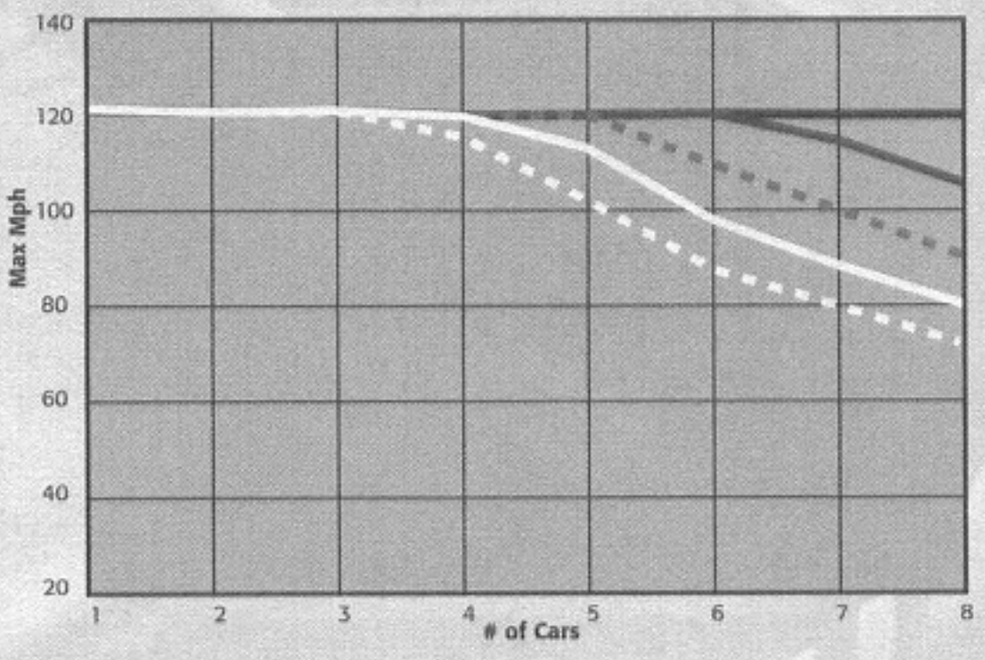


Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
EMD GP-Series	1950	90,000	120	14	Passengers	5,000	6	4-5

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	120	120	120	120	120	120	120	120
Passenger	120	120	120	120	120	120	114	105
Fast Freight	120	120	120	120	120	111	100	91
Freight	120	120	120	120	111	99	89	81
Bulk Freight	120	120	120	117	101	89	80	72

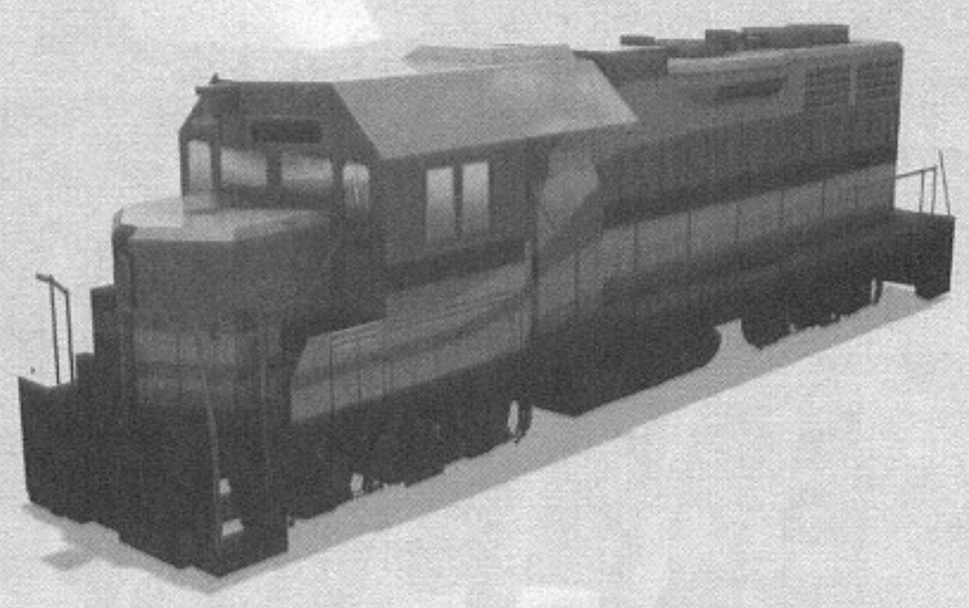
LEGEND

=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight

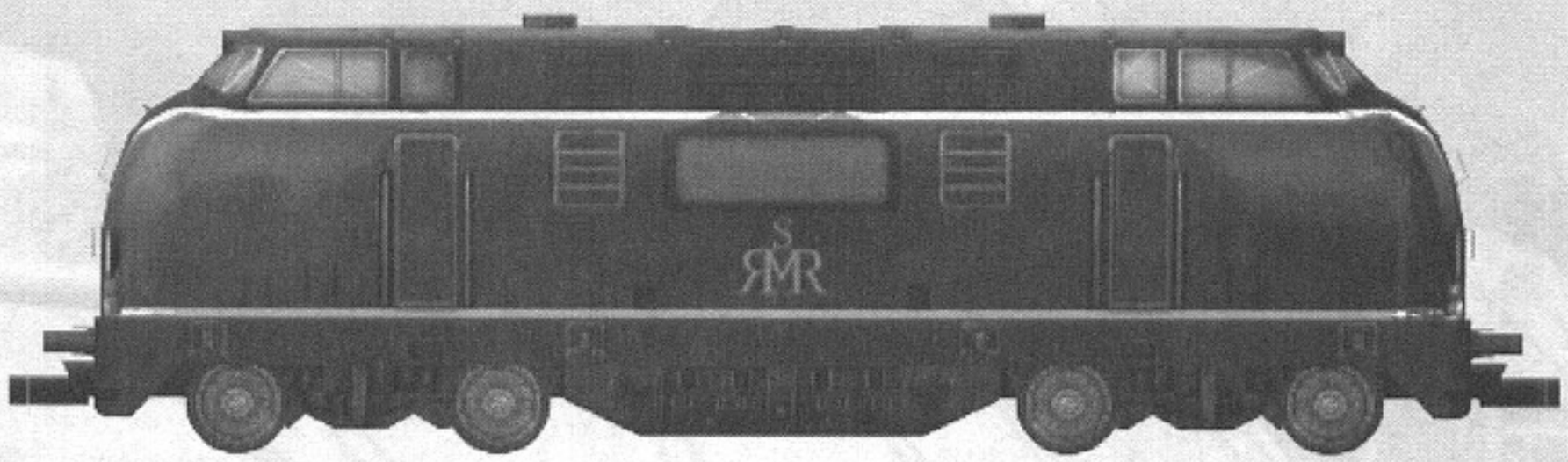


STAY ON TRACK!

The EMP GP38 is powerful enough to drag four cars uphill and still pull 50 mph. Worth the price? If your tracks are steep, certainly yes!

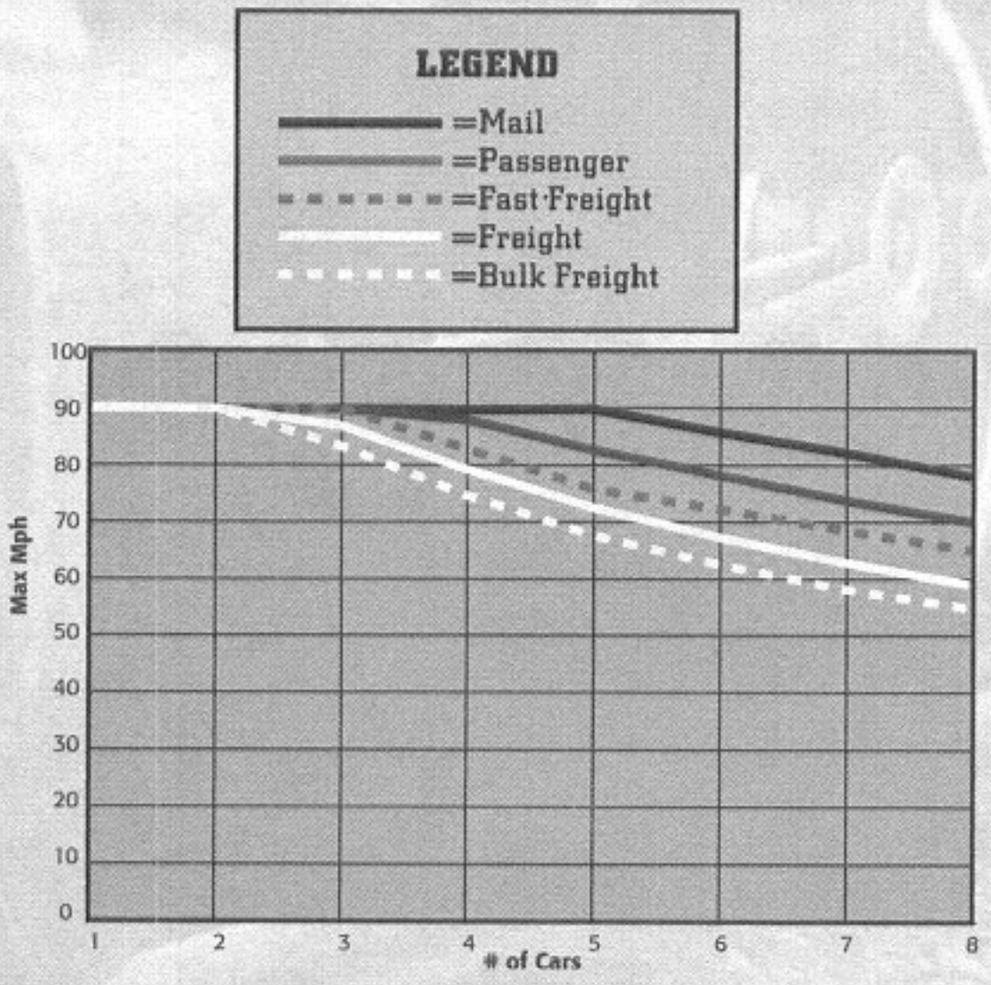


V200

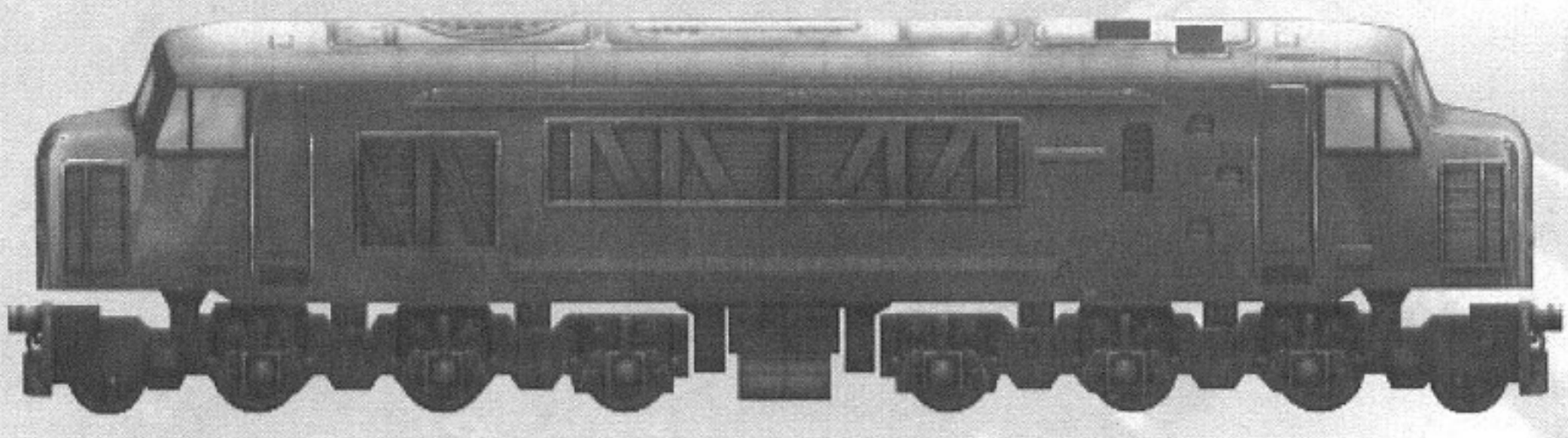


Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
V200 Diesel	1952	70,000	90	37	Freight	4,000	4	2-3
Re 6/6 Bo-Bo-Bo	1970	80,000	90	15	Mixed	3,000	8	5-6

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	90	90	90	90	90	85	81	78
Passenger	90	90	90	89	83	79	74	70
Fast Freight	90	90	90	84	78	73	68	64
Freight	90	90	87	79	73	68	63	59
Bulk Freight	90	90	83	75	69	63	59	55

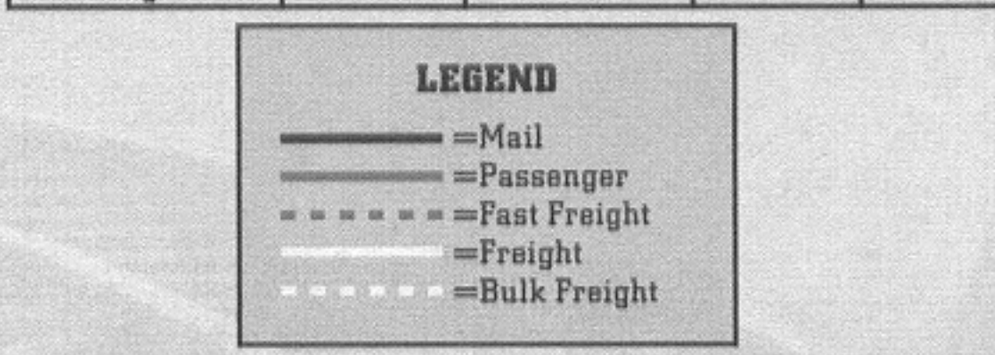


1-CO-1 Class 44

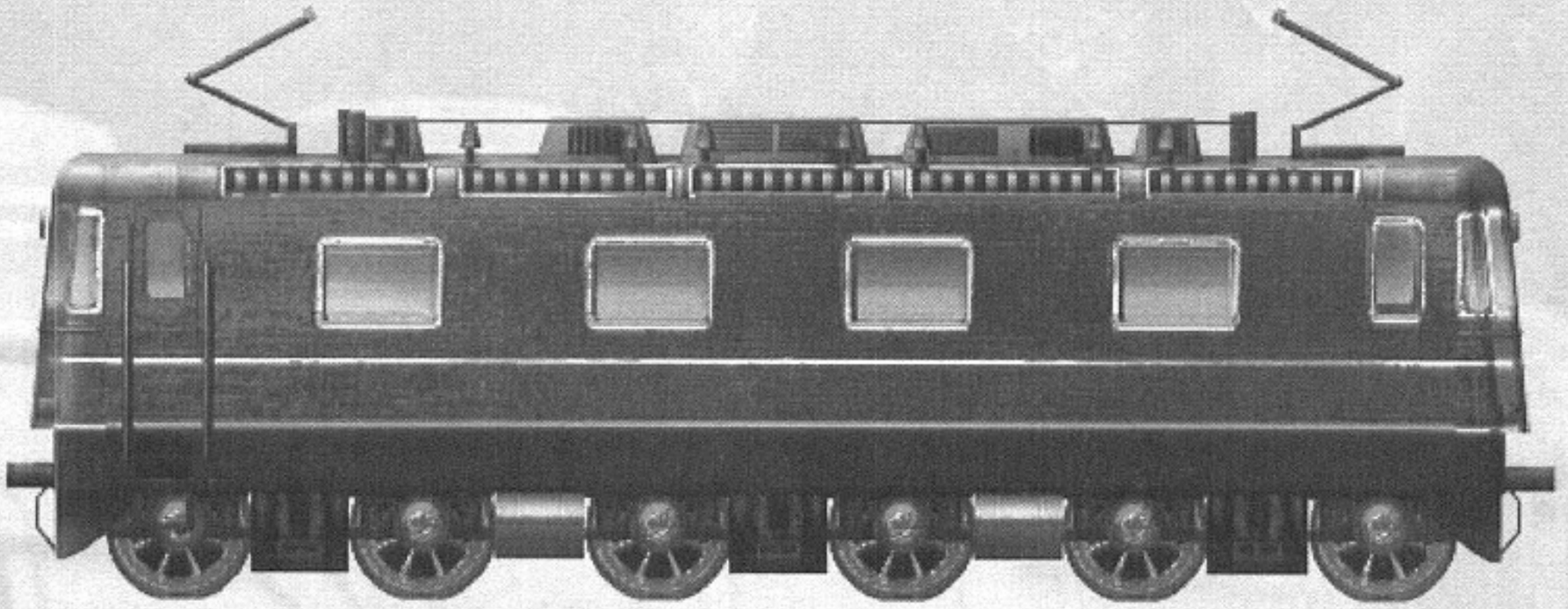


Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
Class 40 1-Co-Co-1 Diesel	1952	75,000	90	15	Mixed	3,000	8	4-6

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	90	90	90	90	90	90	90	90
Passenger	90	90	90	90	90	90	90	88
Fast Freight	90	90	90	90	90	90	84	77
Freight	90	90	90	90	90	83	75	68
Bulk Freight	90	90	90	90	85	75	67	61

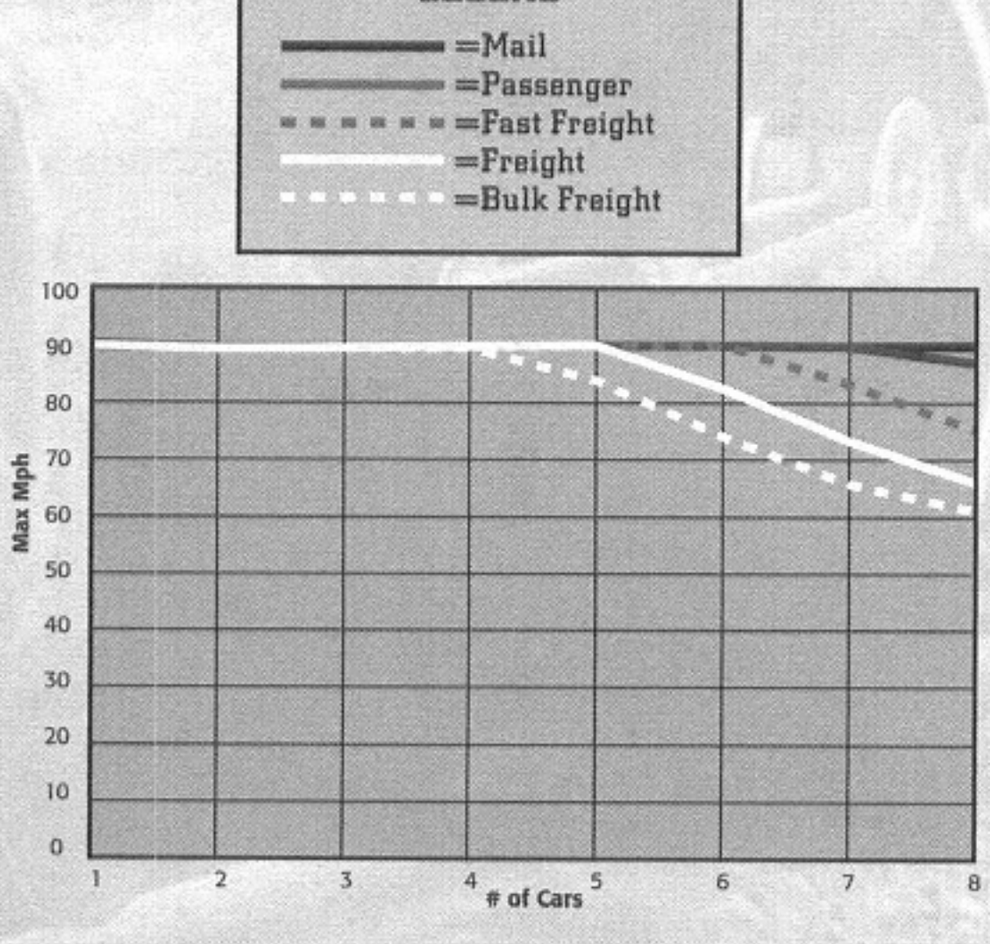


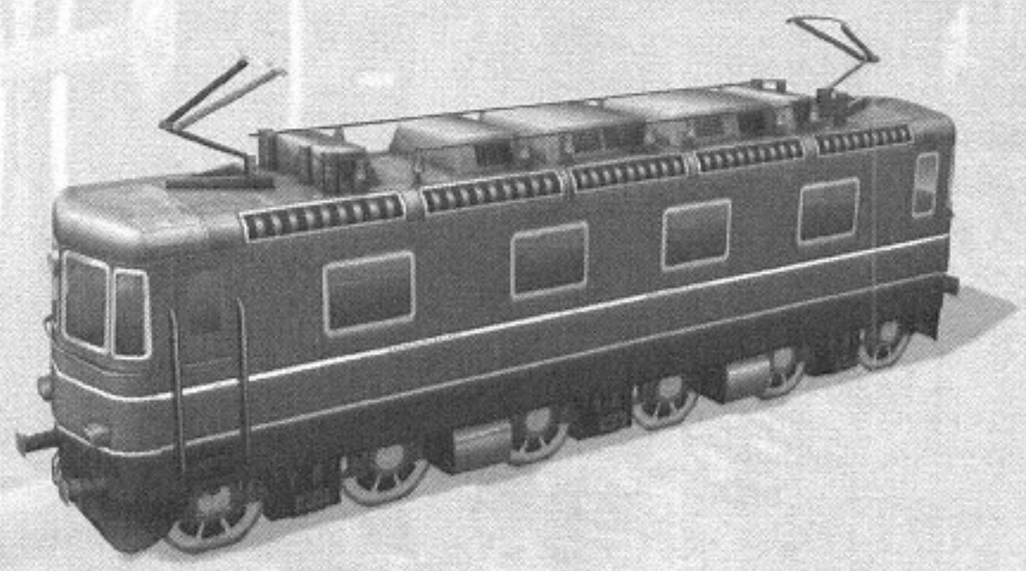
BoBoBo RE66



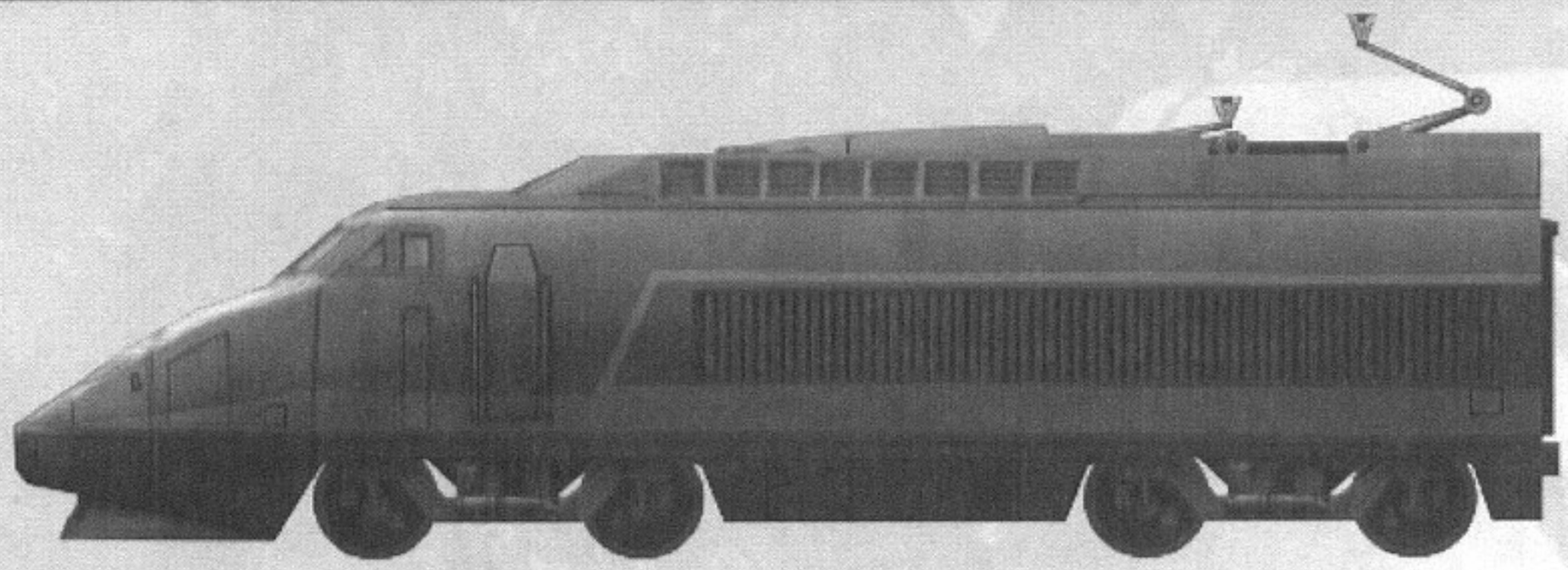
Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
Re 6/6 Bo-Bo-Bo	1970	80,000	90	15	Mixed	3,000	8	5-6

Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	90	90	90	90	90	90	90	90
Passenger	90	90	90	90	90	90	90	88
Fast Freight	90	90	90	90	90	90	84	77
Freight	90	90	90	90	90	83	75	68
Bulk Freight	90	90	90	90	85	75	67	61





TGV



Engine	Purchase Year	Purchase Cost	Top Speed (mph)	Power	Preferred Cargo	Initial Maintenance Cost	Optimal Passenger Cars	Optimal Freight Cars
TGV	1981	10,0000	200	5	Passengers	1200	2	NA

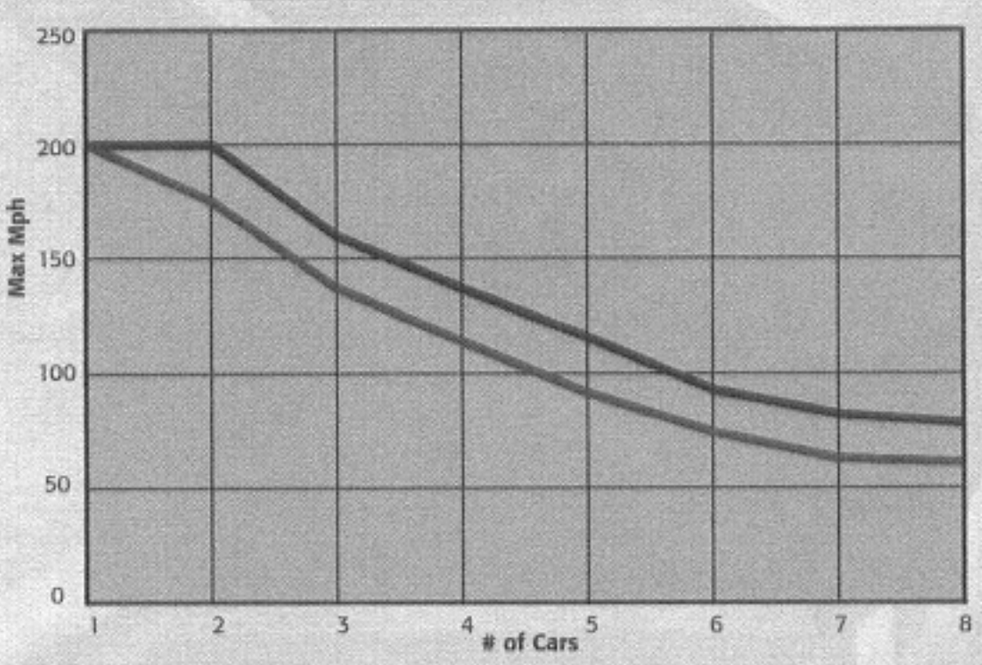
Freight	1 Car	2 Cars	3 Cars	4 Cars	5 Cars	6 Cars	7 Cars	8 Cars
Mail	200	200	160	133	114	100	88	80
Passenger	200	174	136	111	94	82	72	65
Fast Freight	-	-	-	-	-	-	-	
Freight	-	-	-	-	-	-	-	-
Bulk Freight	-	-	-	-	-	-	-	-

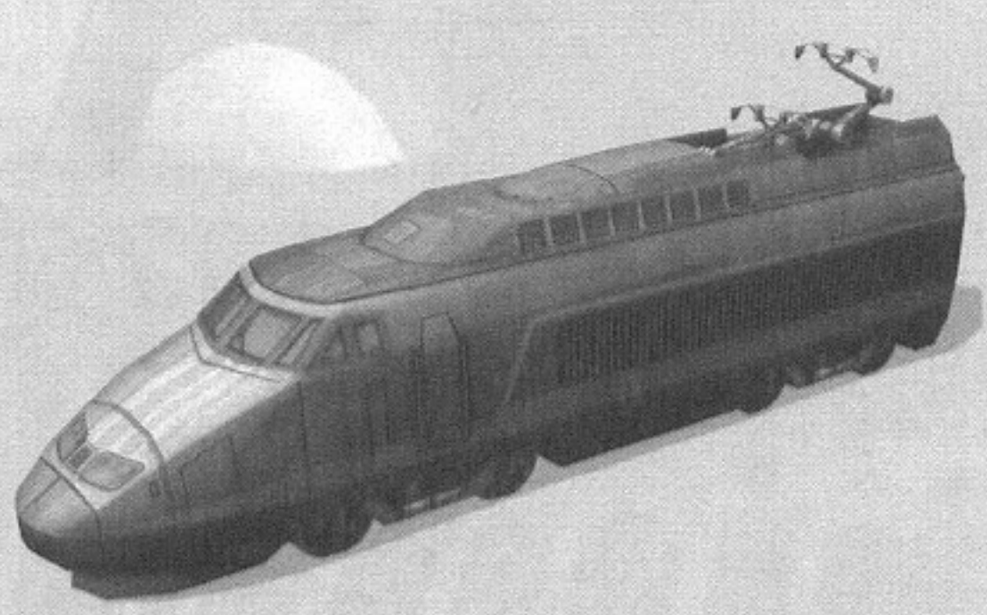
LEGEND

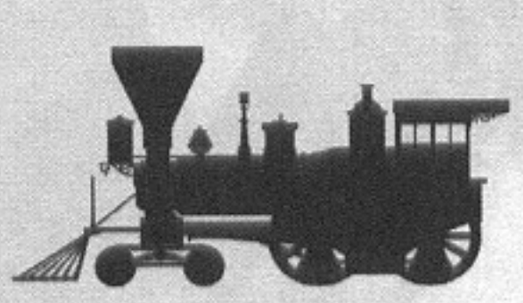
=Mail
=Passenger
=Fast Freight
=Freight
=Bulk Freight

STAY ON TRACK!

The TGV cannot haul freight cars.







SINGLE PLAYER SCENARIOS

In the scenario mode of *Sid Meier's Railroads,* you can take on up to three AI railroad barons in a capitalistic brawl for it all. To win, you must accomplish six or more scenario goals within certain designated timeframes, while simultaneously staying one step ahead of your competitors.

Unless you opt to randomize the landscape and/or the cities' locations in a given scenario, each game on a map always start with roughly the same layout. Cities, towns, rivers, and other major terrain features remain consistent from one game to the next. However, the industries present within each city, and the locations of outlying industries, will not.

From one game to the next, the location and even the existence of cattle farms, oil wells, ore mines, and other resource-generating facilities are random. Because of this, municipalities will demand different things depending on their in-city industries. Plus, the inherent demands of each city size differ between several of the maps. Towns, Cities, and Metropolises will always have a need for passenger and mail transport, but after that, all bets are off.

As a result, in every scenario, it's smart to focus your early efforts on passenger or mail transport, to get a quick return on your initial investments and to ensure the steady growth of the cities along your railway lines. Keep your initial runs short; ideally, keep a few trains running between two cities, just to keep the incoming cash flow.

At the beginning of each game, you are randomly set down outside one of the map's starting cities, with a fully-upgraded Terminal, a short length of track and a lump of cash and a handful of shares in your own railway company. After that, it's all up to you.

Train Table Mode

It's the best set of trains a kid could ask for.

Train Table Mode is the "sandbox" of *Sid Meier's Railroads!* In Train Table Mode, you have infinite cash, you don't need to worry about shipping lanes or competitors, and there's no real "winning" or "losing." In short, it's the model train set you always wanted as a kid, but could never afford, partially because it did not and could not actually exist.

If you're a competitive sort, Train Table Mode can be used in sort of the same way that people will occasionally play chess against themselves. If you want to try out new tactics, play with brand-new trains, or simply mess around with the interface without constantly needing to keep one eye on your bottom line, Train Table Mode is an excellent choice.

United States Northeast: 1830 - 1970

Difficulty

Medium

Area

The United States' East Coast, stretching from Washington D.C. to New York City, and encompassing Maryland, New York, New Jersey, Delaware, and Virginia.

RAW MATERIALS
Livestock
Coal
Oil
Lumber
Grain

REFINED RESOURCES
Manufactured Goods
Steel
Food
Paper
Automobiles

★ STARTING POINTS
★ Trenton, New Jersey
★ Baltimore, Maryland
★ Harrisburg, Pennsylvania
★ Dover, Delaware

HISTORY

In the years following the War of 1812, the United States was feeling nationalistic. Its victory over Britain, the destruction of the White House notwithstanding, brought the country closer together. Now, with the advent of railroads, the time is right for some lucky industrialist to further unify the nation.

The northeastern United States is comparatively flat. The greatest complication that a would-be railroad baron faces is that many of the major cities are separated by rivers, which means you must leave room in your budget for building bridges. Smart industrialists should invest in any patents that appear that lower the cost of bridge construction.

Other than that, this is a relatively easy scenario, with plenty of resources and enough room for healthy competition.

GENERAL STRATEGY

Start by setting up inexpensive passenger runs between your starting city and nearby areas; if you're lucky enough to have an outlying industry near a city that demands that type of material, go for it. That should fund your drive up to and into the three major cities.

One of the problems in a single player Northeast game is that Philadelphia and, occasionally, Baltimore and Aberdeen rapidly become crowded with tracks. Whoever gets there first can usually be relied upon to construct enough tracks around the city to make an eastern or western approach nearly impossible. It may be a good idea, if you start off on the west side of the map, to anticipate this and plan to make your approach from the south, coming up through Dover. This is a longer route, but there should be several outlying industries around Dover that you can use advantageously.

Once you have the big three cities taken care of, upgrade your trains so they can carry more passengers, then start looking for ways to raise capital. Upgrading a depot all the way to a terminal costs $250,000, so you need three-quarters of a million dollars to achieve one objective. Fortunately, one of your other objectives—the New York/ Washington immigration—is worth a fair amount of money all by itself, so you should set that up as soon as possible. Run a dedicated and very straight track between these two cities as early as possible or getting all fifty carloads becomes tricky. Upgrade your New York-Washington passenger train the moment upgrades become available, so you can accomplish your goal and rake in the cash that much faster.

With all that in mind, you should have more than enough money by the midpoint of the game to buy a New York steel mill, but the auction for it can get pretty hairy. Before you start that process, build up a hefty bankroll that you can to throw into New York, or you run the risk of getting outbid. If the steel mill isn't already built, expect to have an easier, but more expensive, task to build one in one of New York's empty lots.

Philadelphia should prove to be a highly contested area in the Northeast.

Unfortunately, a New York-Washington passenger train can't do much of anything else, or you'll miss your deadline.

You must grow Newark before you can build there, but it's an ideal place to market New York steel.

Once you have the mill, try to build an industry that needs steel in a nearby town, such as Trenton or Newark, to expedite the process of shipping the one hundred loads. An Automobile Factory is an excellent choice, as you can then ship the cars right back into New York for a substantial profit. If there isn't already one in Newark and there's a free and available industry lot, build one.

GOALS

By 1880

Connect New York, Washington, and Philadelphia.

Upgrade your depots in New York, Philadelphia, and Washington, D.C. to Terminals.

Deliver 50 carloads of passengers from New York to Washington, D.C.

By 1930

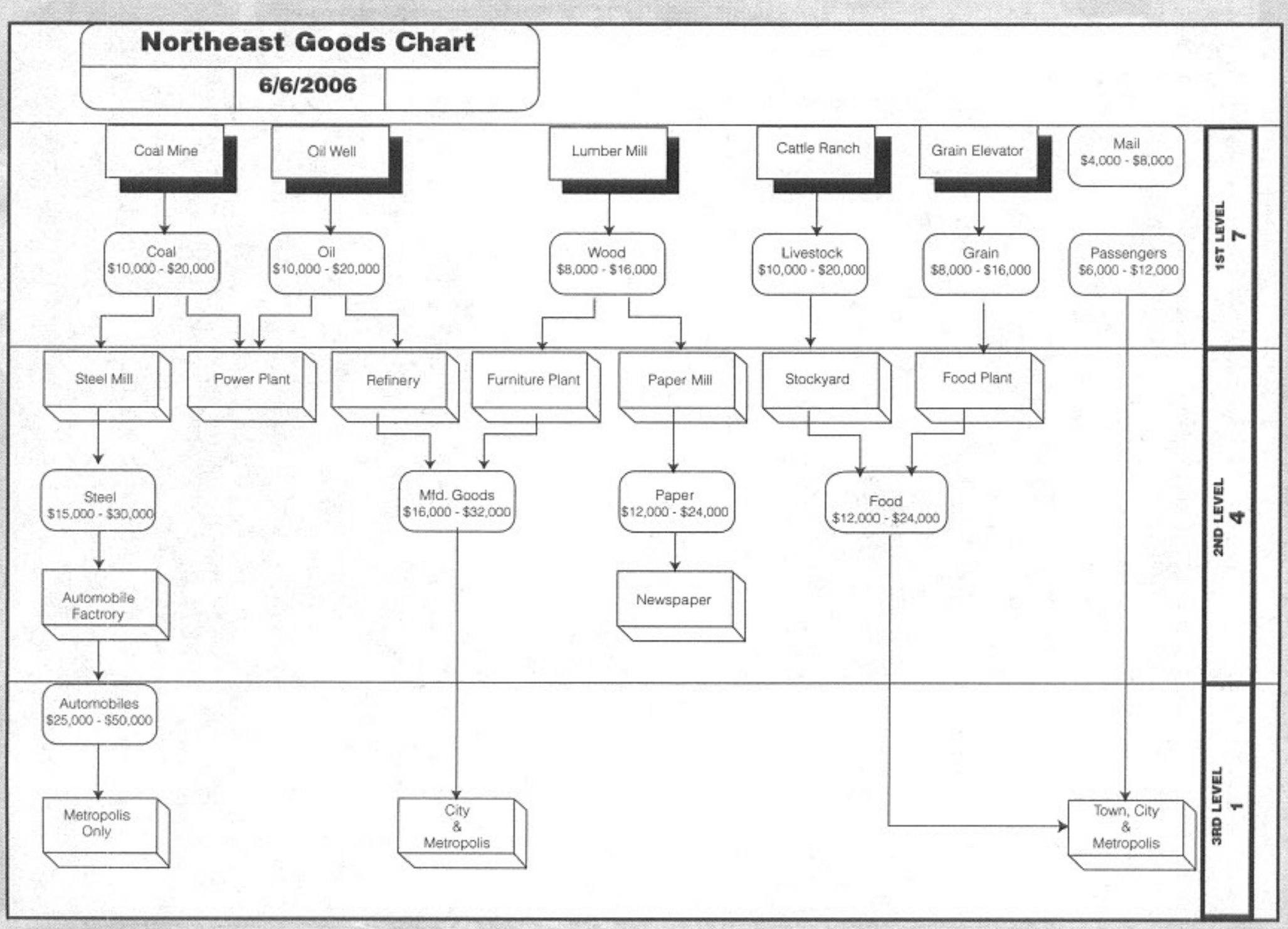
Attain a net worth of $20 million.

Purchase five shares of stock in another railroad.

By 1970

Build or purchase a steel mill in New York.

Ship 100 carloads of steel from your New York steel mill.



United States Southwest: 1850 - 1950

Difficulty

Easy

Area

The West Coast of the United States, covering California, Nevada, and Arizona.

RAW MATERIALS
Oil
Ore
Cornmeal
Grapes

REFINED RESOURCES
Gold
Food
Wine
Manufactured Goods

★ POSSIBLE STARTING POINTS
★ Bullhead City, Nevada
★ San Diego, California
★ Los Angeles, California
★ Yuma, Arizona
★ Eloy, Arizona
★ Bishop, California

HISTORY

Two years into the Gold Rush and four years after the Mexican-American War, the discovery of gold in the formerly lightly-populated American Southwest has resulted in thousands of would-be prospectors deciding to make the dangerous journey across the country. Making the trip by land means dealing with bandits, shysters, mountains, and the beautiful but unforgiving desert. The demand is high for a faster, safer way to get to California.

At this point in time, Las Vegas isn't much more than a desert watering hole; it'll be a hundred years before Bugsy Siegel transforms Vegas into the neon strip we know it as today. To the west, Los Angeles is little more than a ranch, where riders can exchange tired horses for fresh ones. The railroads will eventually transform them both into thriving cities, but that time's not quite here yet.

The good news about the American Southwest is that it's very flat, there's gold in them thar hills, and you can make progress relatively cheaply by building a network in southern California. The bad news is that resources are few and far between, the frequent valleys and gorges found within the southeastern desert make for frequent detours, and as you expand further east, expect to run into the valleys, gorges, and mountains of the Rockies. Moving into Flagstaff and Phoenix can be an expensive proposition.

GENERAL STRATEGY

What makes the Southwest map easy isn't the terrain, which gets more mountainous the further east you get. It's the raw materials. Wine is one of the lightest goods in the game and every City or Metropolis on the map will want it (Prohibition? what Prohibition?), which makes it extraordinarily lucrative for its relative expense.

Gold, on the other hand, is heavy, but extremely valuable, as one might expect. One car of it is usually worth forty to fifty thousand dollars, so you should build your early strategy around finding a source for Ore, shipping it to a smelter, and sending the Gold off to a nearby Metropolis. It's not only one of your first goals, it's just common sense.

The rest of the objectives in the Southwest scenario are simple enough, as long as you're quick about it. Connecting Los Angeles and Las Vegas isn't much of a struggle, and the other goals revolve around rampant capitalism. The only real trick might be finding an oil field near Las Vegas in order to fuel your power plant.

Getting from Las Vegas to Flagstaff requires either a zig-zag through the valleys of the mountains surrounding Flagstaff, or spending hundreds of thousands of dollars punching straight through those mountains. By the same token, Phoenix is far enough away from any other major cities that getting there represents a serious financial investment.

By the time you've reached Flagstaff, a computer-controlled opponent will often have built tracks into Phoenix from the west, forcing you to come over and through the mountains between Flagstaff and Phoenix. With that in mind, keep your eyes open for patents like the Pratt Bridge Truss or the Greathead Tunneling Shield, to cut down on the associated expenses.

Whoever controls Las Vegas more or less controls the Southwest.

You can go around or through the mountains to Flagstaff. One is troublesome, the other is expensive.

It's not unusual for the mountains around Phoenix to start to look like an engineering museum.

GOALS

By 1899

Build a rail line connecting Flagstaff to Phoenix and Las Vegas.

Ship 5 carloads of gold.

By 1930

Connect L.A. and Las Vegas.

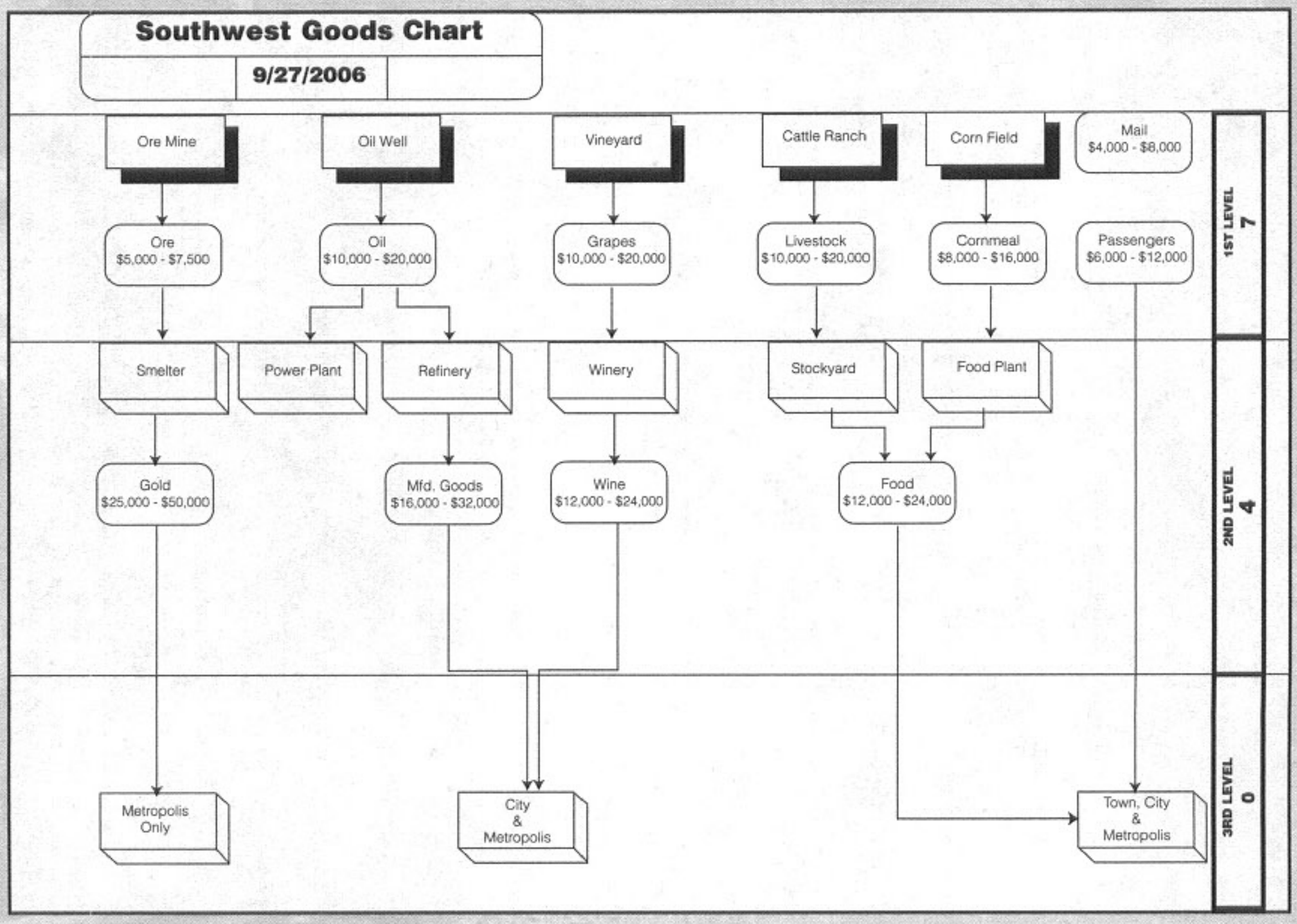
Attain a net worth of $5 million.

By 1950

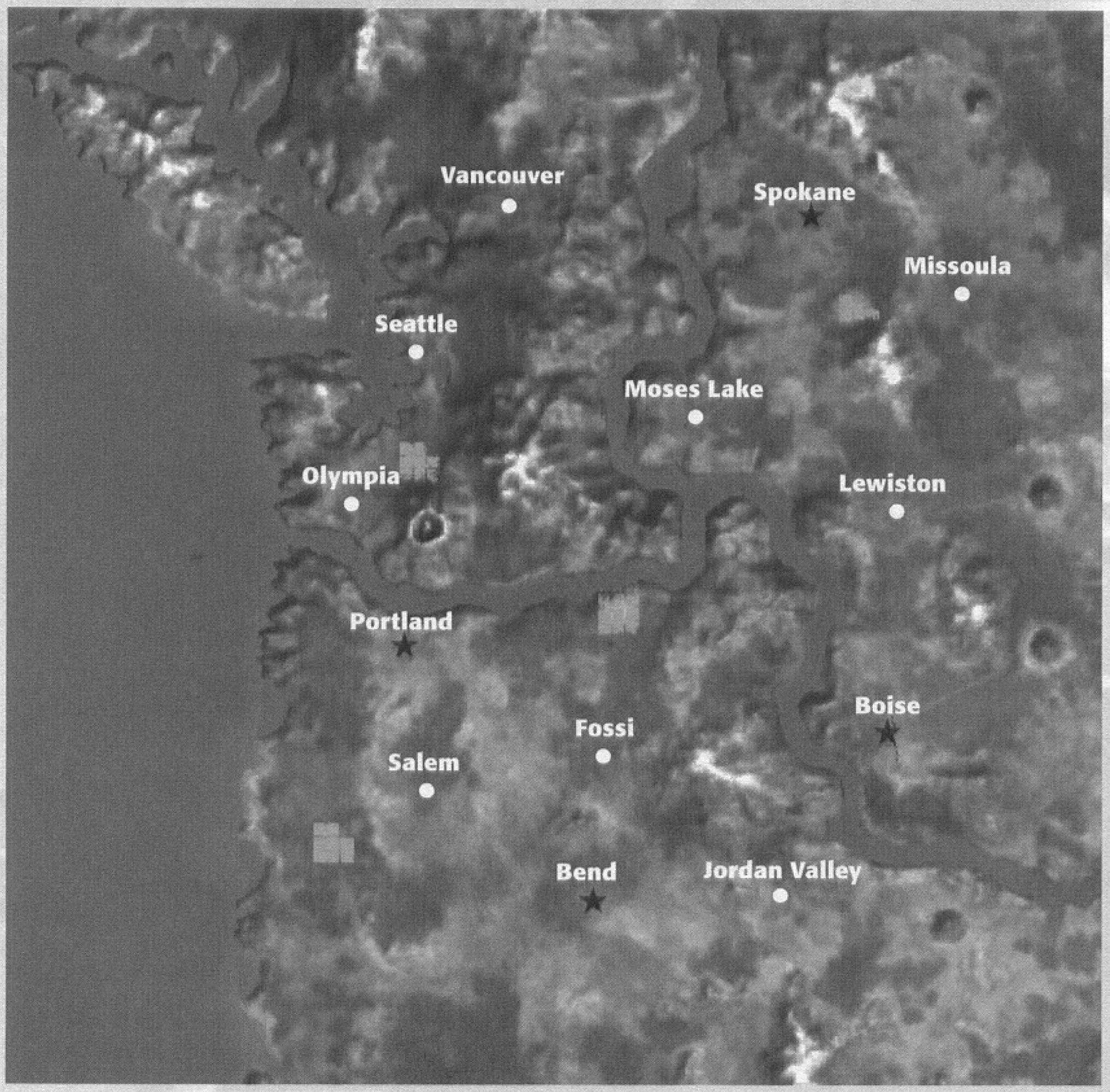
Purchase a power plant in Las Vegas.

Attain a net worth of $10 million.

Buy out all rivals



United States Northwest: 1850 – 1930



Difficulty

Medium

Area

The mountainous region that encompasses Washington, Idaho, Oregon, and southern Canada, including Vancouver.

RAW MATERIALS
Lumber
Oil
Coal
Fish
Grain

REFINED RESOURCES
Automobiles
Steel
Manufactured Goods
Paper
Food

★ POSSIBLE STARTING POINTS
★ Bend, Oregon
★ Boise, Idaho
★ Spokane, Washington
★ Portland, Oregon

HISTORY

Welcome to the Pacific Northwest. In 1848, after the signing of the Oregon Treaty, this region became the uncontested property of the United States. Now, the race is on to gather and exploit the forests and mineral deposits of this widespread area.

The major challenge of this scenario is its tight timeframe. At eighty years, it's the shortest of the starting scenarios, and most of the cities in the region begin as Villages. You may need a bit of luck and some fast decisions in order to upgrade the cities.

GENERAL STRATEGY

This is very easy to lose. To have a hope of getting off the ground, you must have two Villages relatively close together with compatible supplies and demands. Bend and Salem, Lewiston and Boise, Spokane and Marsh Lake, Bend and Jordan Valley, or Fossil and Salem are all decent choices for a paired set of Villages, but you must either luck out or sell a good chunk of your stock to set up the kind of supply chain you'll need.

To evolve both Villages into Metropolises within the listed time frame, they must be able to import and export into each other. One option is to set one Village up with a paper mill and the other with a newspaper. Another is to bring Coal into one town so you can bring Steel to the other's automobile factory. The moment the scenario starts, look for an opportunity to set up a chain like that, then do whatever you must do to get the job done.

Bend, Oregon is a good Village to try to upgrade into a Metropolis, since you can easily ship goods into and out of it from either direction.

Seattle starts off between the only two other Towns on the map, but you should start early if you want to ship enough passengers through it.

Fortunately, you don't actually have to ship lumber into the town that's hosting your paper mill in order to fulfill the obligations of the scenario objectives. It would be awfully neat if you pulled it off, but it's not an absolute requirement.

After pairing Villages on the road to stardom, move to the northwest and start building railways into and out of Seattle. Getting one hundred loads of passengers through that town isn't difficult. Set it up as a hub of travel between Portland and Vancouver. The earlier you do it, the easier it becomes.

GOALS

By 1899

Grow two Villages into Metropolises.

Buy or build a paper mill in any city.

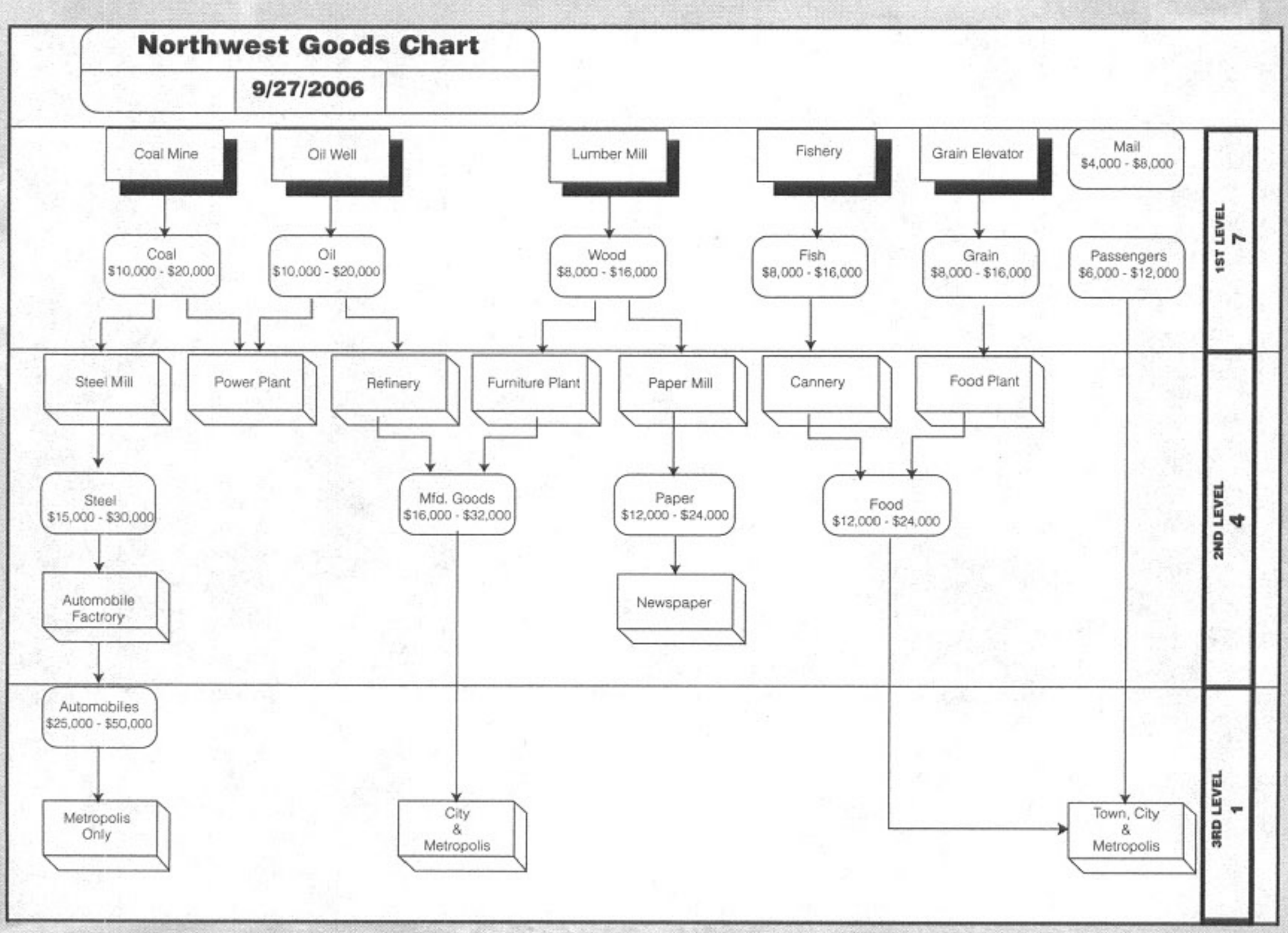
Ship 50 carloads of lumber to your new paper mill.

By 1930

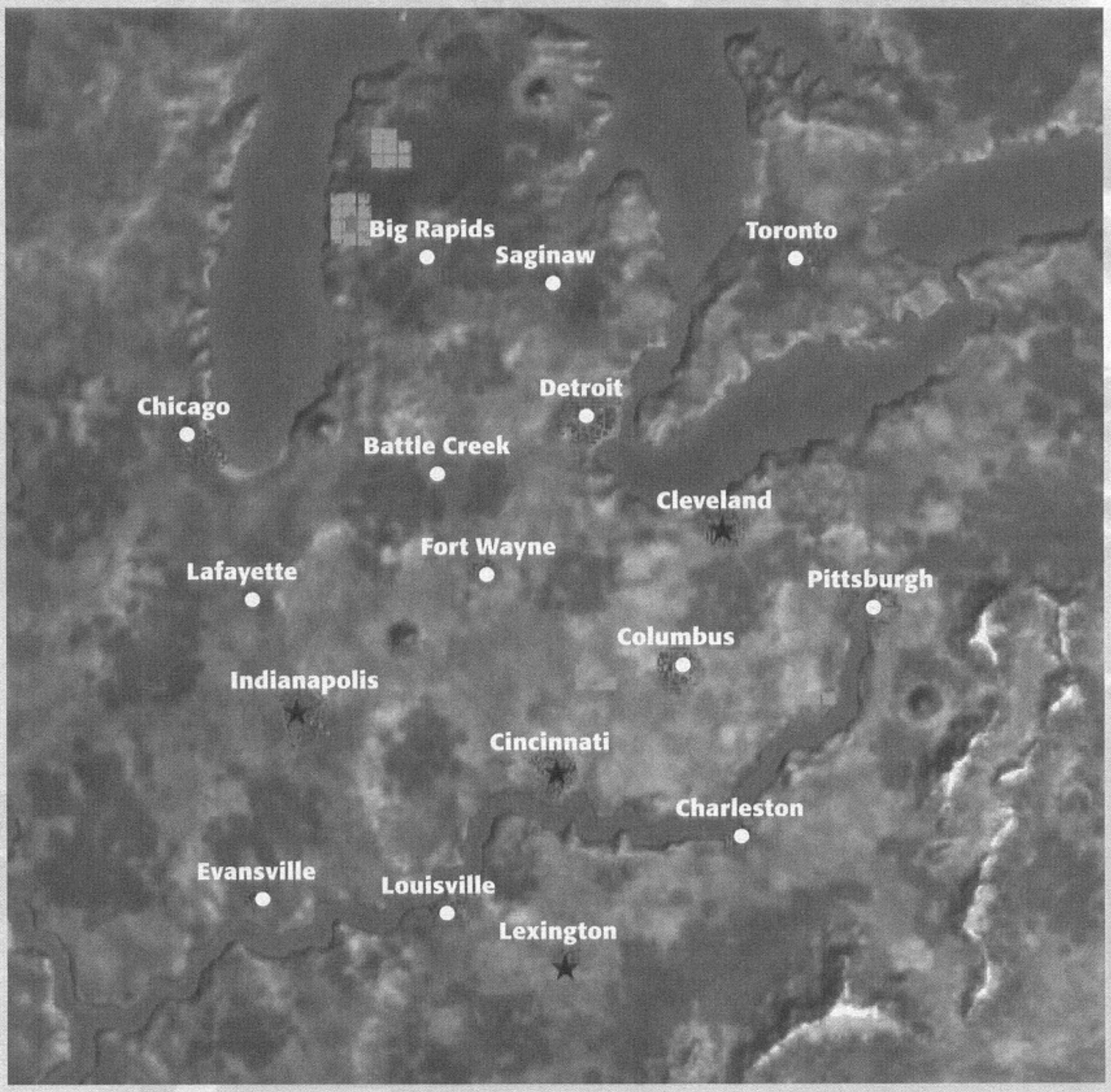
Purchase a newspaper in Boise.

Transport 100 carloads of passengers Seattle and 40 carloads of paper to Boise.

Attain a net worth of $25 million.



United States Midwest: 1840 – 1970



Difficulty

Advanced

Area

The flat plains and rapidly-growing cities of the American Midwest, stretching from Chicago to Pittsburgh.

RAW MATERIALS
Cattle
Coal
Lumber
Oil
Grain

REFINED RESOURCES
Steel
Food
Automobiles
Paper
Manufactured Goods

★ POSSIBLE STARTING POINTS
★ Indianapolis, Indiana
★ Cleveland, Ohio
★ Lexington, Kentucky
★ Cincinnati, Ohio

HISTORY

Chicago has emerged as a hub for shipping goods between the east and west coasts of the United States, as well as the national center for the meatpacking industry. At the same time, Pittsburgh—home of such financial legends as J. Pierpont Morgan and Andrew Carnegie—has become the largest steel producer in the United States, at a time when the nation's demand for high-quality steel has never been higher.

The Midwest scenario has less to do with the nuts and bolts of railroad management, and more to do with, to paraphrase President Coolidge, the business of business. Passenger transport is initially the way to go, but as Chicago, Pittsburgh, Louisville, Cleveland, and other American cities rise to prominence, smart players should turn more of their attention towards shipping goods throughout the region. Work quickly, though, as despite what may seem like a long time in which to get things done, there are tight deadlines during this scenario.

GENERAL STRATEGY

Owning 90% of your own stock could be a bit of a problem. If you've made enough money to buy it in the first place, your company's probably robust enough that the stock is fairly expensive. Into the bargain, you can rely on most AI competitors to screw up the program early on by buying out your stock from under you.

Fortunately, there are more cities in this region than any other, which means you can clean up early on by transporting passengers. Fort Wayne and Chicago are also close together, which makes it easy to pull off the first goal. Depending on where you start, you can run a bounce path across the cities in the region, linking them up and starting quick passenger runs to rapidly generate capital.

You can make money early in the Midwest scenario with long passenger runs between cities.

Try to make a big railway loop, encompassing Chicago, Indianapolis, Detroit, Toronto, Pittsburgh (confirm that there's a clear way of getting Coal to Pittsburgh), and Cincinnati; Cleveland or Columbus often wind up on the route too. It's easy to lose track of your objectives in the early game and wind up with no way to ship Food from Chicago to Detroit, Toronto, and Cincinnati, so at first, keep it simple. Be quick about it, though; you're vulnerable to defensive railways and other nasty AI tricks.

One helpful hint here is to note that one of your goals is to ship Food out of Chicago, but the game doesn't differentiate between Food made from Grain or Livestock. If there isn't a cattle farm near Chicago, make do by building a Food Plant and shipping grain into the city.

Once that's taken care of, spend your first acquired fortune on building that Pittsburgh steel mill, then get to shipping the steel out as fast as you can. Steel is heavy enough that you're probably better off double-tracking out of Pittsburgh and using multiple engines with one or two cars than you are if you're using one engine with three or more cars.

It's easy to upgrade Indianapolis, but it tends to be a hot piece of real estate.

With that dealt with, rely on the passenger, steel and cattle trades to build up the cash you need to acquire your own stock. Like many of the other scenarios, most of the difficulty here is in getting off to a good start.

While you're messing around with steel production in the early and mid-game, link Detroit and Indianapolis to each other and to your extended railway network. Indianapolis can easily be made into a Metropolis by 1970, but that's the kind of thing that you can't leave until the last minute.

STAY ON TRACK!

You needn't actually link Pittsburgh, Fort Wayne, and Chicago to each other, as long as they're all served by tracks and have at least depots. Pittsburgh quickly becomes a snarl of tracks, so make it job one to get your track there first and set up a nice clean line between Pittsburgh, Cleveland, and Detroit. You'll thank yourself later.

GOALS

By 1885

Connect Pittsburgh, Fort Wayne, and Chicago to your system.

Build or purchase a steel mill in Pittsburgh.

Deliver 25 carloads of steel from your steel mill in Pittsburgh.

By 1935

Build or purchase a stockyard in Chicago.

Own at least 9 shares of your own stock.

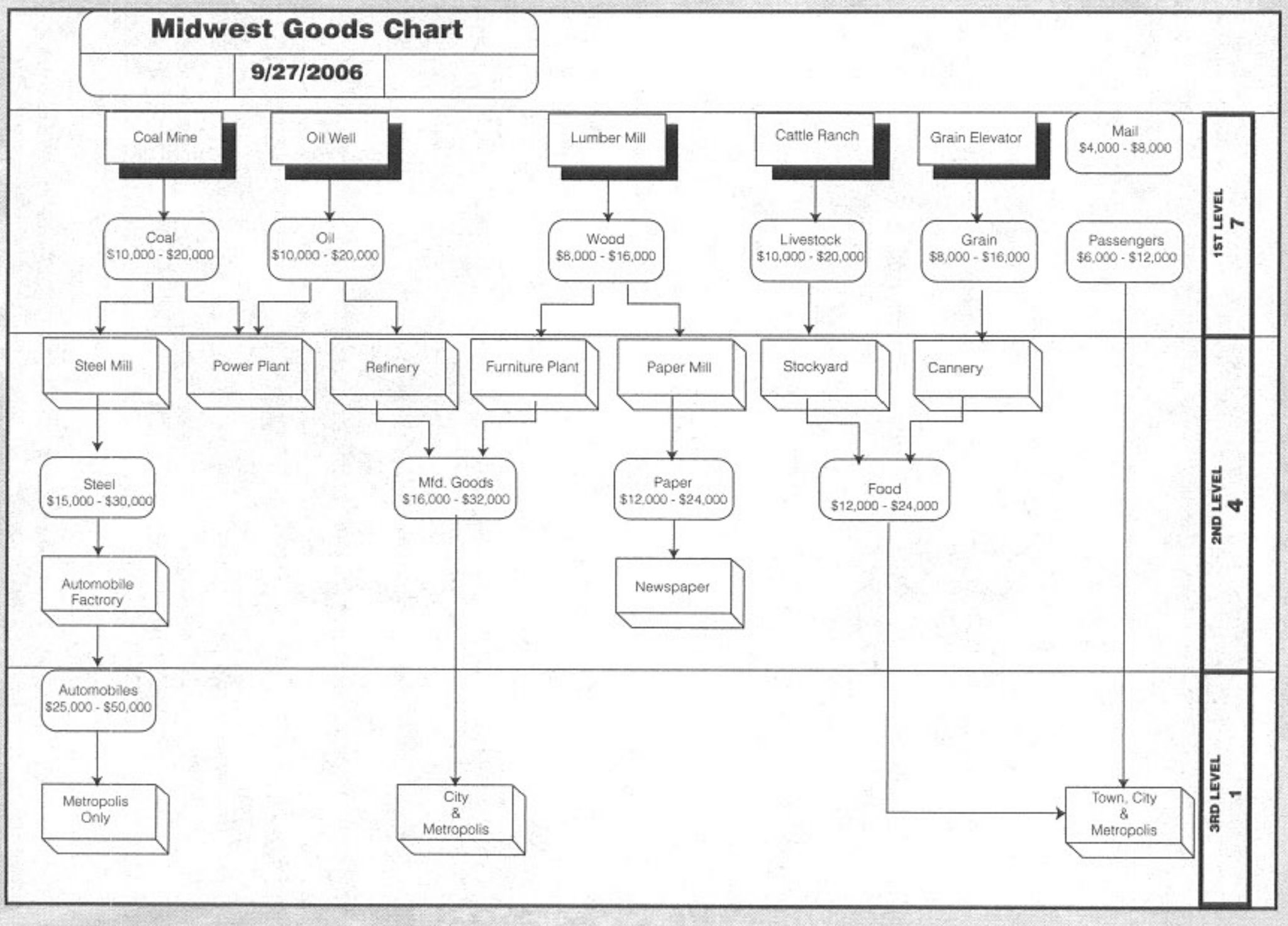
Ship 20 carloads of food from Chicago to Cincinnati, Toronto, and Detroit.

By 1970

Build or purchase an automobile factory in Detroit.

Grow Indianapolis into a Metropolis.

Ship 33 carloads of Automobiles from Detroit to Indianapolis.



France: 1842 - 1989

Difficulty

Suitable for all players

Area

Despite its name, the France scenario encompasses not only the French countryside, but parts of Spain and Switzerland.

RAW MATERIALS
Coal
Grapes
Grain
Milk
Nitrates
Wool

REFINED RESOURCES
Steel
Arms
Wine
Food
Textiles
Medicine

★ POSSIBLE STARTING POINTS
★ Monaco
★ Dijon
★ Toulouse
★ Nantes
★ Nancy

HISTORY

France entered the railroad game late, thanks to the fallout from the rise to power and eventual defeat of Napoleon. By the 1850s, Napoleon III had brought a renewed focus to the railways of France, and a new generation of American- and British-trained French designers came to the forefront of locomotive design. Engineers like Crampton, de Glehn, and Chapelon created innovative new trains, including the French TGV, the fastest train in the world.

The France scenario includes plenty of resources to work with, and the cities in France are close enough together that building a railway network isn't a problem. Finding the resources you need can be quite tricky, however, and if you want to expand beyond France's borders, you must spend the millions necessary to penetrate the Pyrenees mountain range.

GENERAL STRATEGY

More so than any other map in the game, France can go from childishly easy to hair-pullingly difficult depending entirely on how resources and cities' demands are arranged. Connecting up all the cities as required isn't difficult, no matter what happens, but getting Orleans to grow can be tough.

It's not unheard of for Orleans to begin with a frothing demand for a product, such as Steel, that isn't manufactured within a few dozen miles of it. That, in turn, can make it unrealistically expensive or time-consuming to ship goods into the city. Once it's a Town, you can set it up to exchange passengers and mail with Paris, and things get a bit easier. Getting it to that point, though, can be a trick.

What a lucky break here. Orleans just needs Wool and Nitrates, both of which are only twelve miles away.

Budget for punching a tunnel through the hill between Paris and Orleans.

The other goals on this map are, thankfully, simpler. Lyon, Marseilles, and Paris are more or less on a straight north-to-south line, and Orleans is just a short hop west. You may wind up having to create many instances of double-tracking to help with the potential traffic snarls running into and out of Paris, but you should be in the habit of double-tracking anyway. Once Orleans is in a position to grow, stretch your network west to Bordeaux, then use it as a staging ground to go south into Madrid. There's a valley south-southeast of Bordeaux that allows you to get over the mountains about as cheaply as possible.

GOALS

By 1870

Connect Marseilles to Lyon and Paris.

Buy at lest one share in each competitor.

By 1914

Deliver 10 carloads of passengers each to both Paris and Orleans.

Grow nearby Orleans into a city.

By 1945

Build or purchase an arms factory.

Deliver 10 carloads of arms to Paris.

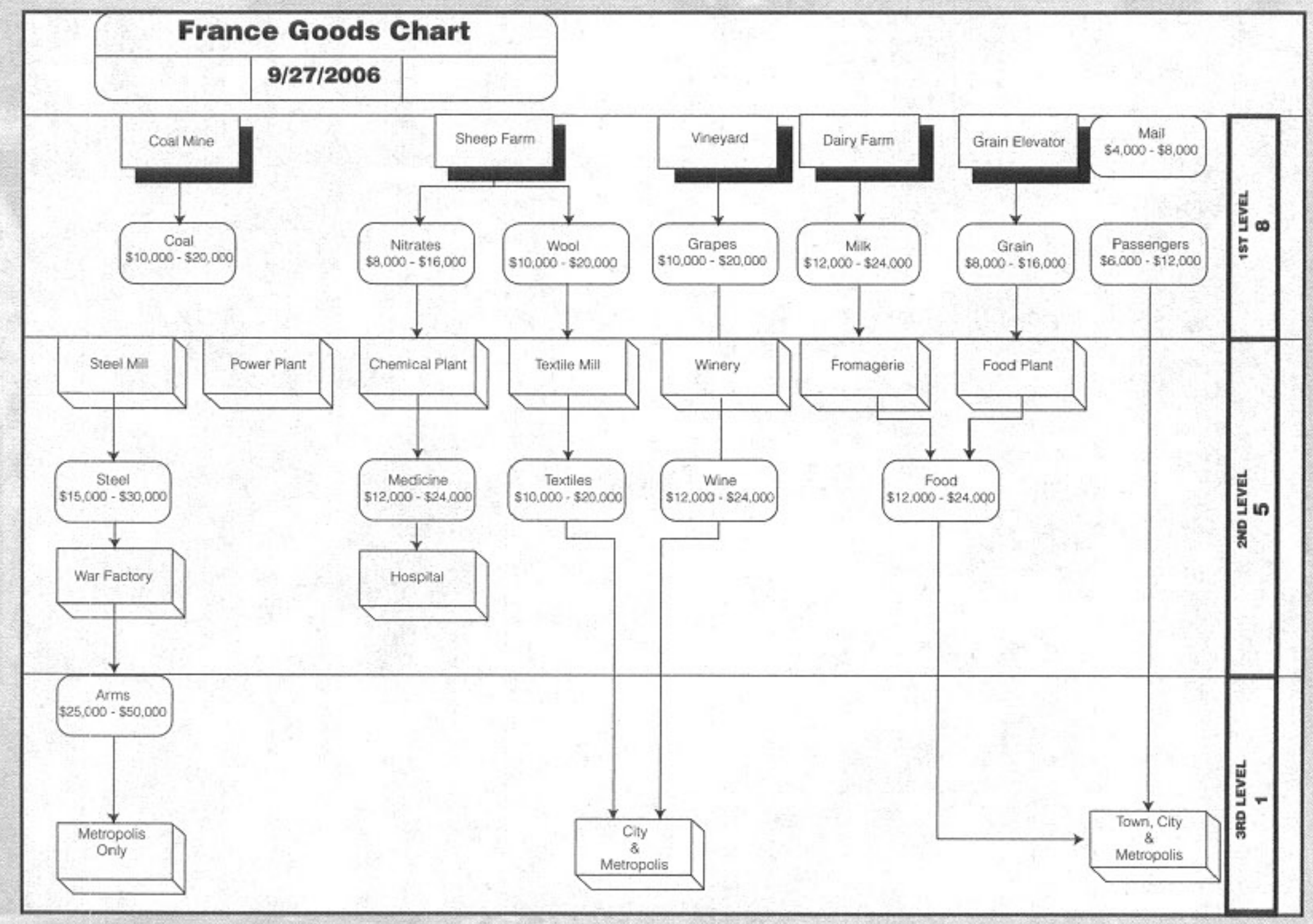
Deliver 20 carloads of mail each from both Paris and Orleans to Marseilles.

By 1989

Attain a net worth of F20 million.

Buy out all competition.

Connect Madrid, Paris, and Bern.



Germany: 1835 – 1980

Difficulty

Medium to Advanced

Area

Most of Germany is encompassed by this scenario, as well as the eastern Netherlands, western Switzerland, and part of the Czech Republic.

RAW MATERIALS
Coal
Swine
Lumber
Grain

REFINED RESOURCES
Steel
Automobiles
Beer
Food
Paper
Manufactured Goods

★ POSSIBLE STARTING POINTS
★ Leipzig
★ Munich
★ Dresden
★ Frankfurt am Main

HISTORY

At the beginning of its industrial revolution, Germany's rail system was a small, private affair. It rapidly moved ahead of its time; as Americans and the British were using steam-powered trains, the Germans had already developed and begun using diesel and electric.

By 1871, Otto von Bismarck, the Iron Chancellor, would finally organize and nationalize the German rail system, consolidating it from several private lines into the forerunner of the modern-day Deutsch Bahn.

Germany is very hilly, which can be a problem early when you're constructing your lines. As the game progresses, however, things get easier. Most of Germany's cities are clustered around the center of the map, which makes rapid transport of goods not only feasible, but very profitable.

Note that you can't even try to make Grain into Food. This is Germany, baby. Grain is for Beer.

GENERAL STRATEGY

Leipzig, Dresden, and Berlin are, happily, very close to each other, so once you're able to reach one of them, you're soon able to connect all three. If you play your cards right, especially given Germany's advanced technology, you should be able to accomplish all the connection-based railway goals before you get out of the first time period.

The first real challenge is in finding a way to conveniently join Dresden, Leipzig, and Berlin. This? This isn't it. Seriously, never do this.

Cologne is just a short distance west of Hamburg. Build industries in Hamburg to take advantage of whatever Cologne's producing.

Rebuilding Germany in the latter third of the game, as with France, can be difficult depending on how easy it is to get Coal. While you're building your railway system in the early game, it's a good idea to organize your economic activities around the transport and use of Coal and Steel. That makes it easier to construct and ship Automobiles later in the game.

GOALS

By 1870

Connect Leipzig and Dresden with Berlin.

Deliver 15 carloads of passengers and mail from Berlin to Dresden.

Attain a net worth of DM5 million.

By 1920

Connect Hamburg to Berlin.

Upgrade to Terminals in Hamburg and Berlin.

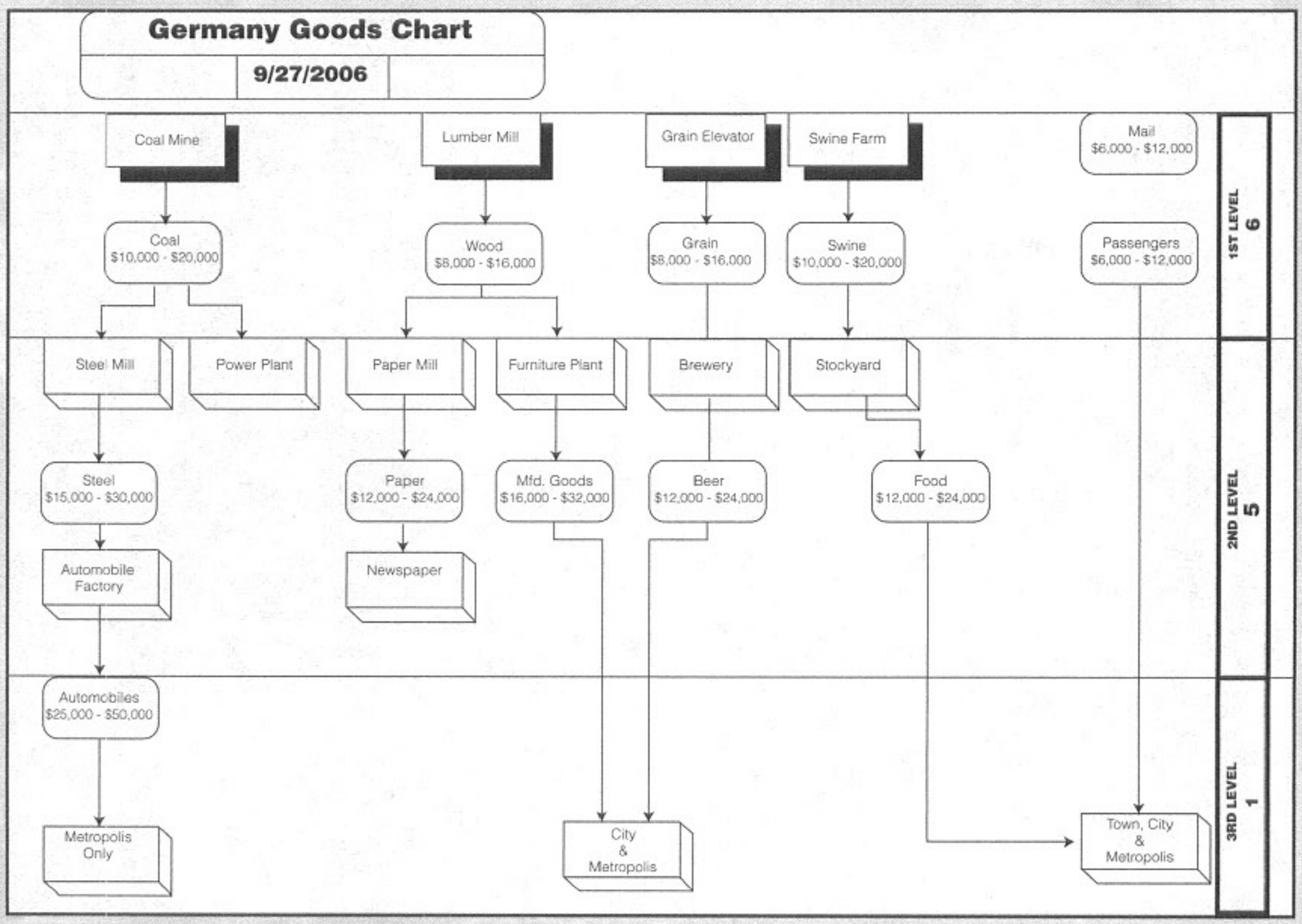
Achieve a speed record transporting passengers from Hamburg to Berlin.

By 1980

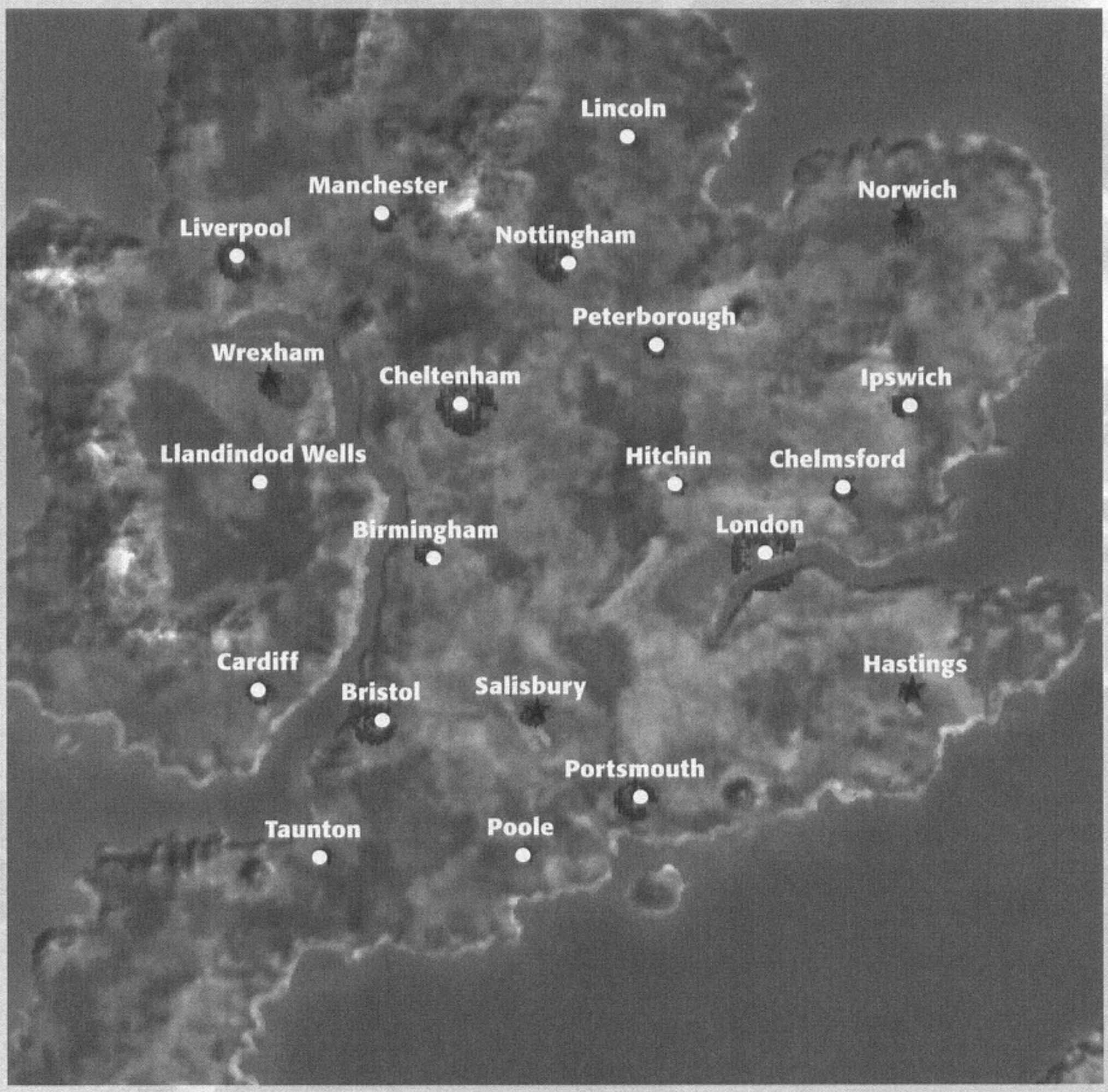
Connect Berlin, Frankfurt, Munich, and Cologne.

Build or purchase steel mills in Frankfurt and Munich.

Deliver 50 carloads of automobiles to any destination in Germany.



Great Britain: 1825 - 1947



Difficulty

Easy to Advanced

Area

Most of Great Britain is covered by this scenario.

RAW MATERIALS
Nitrates
Wool
Fish
Cattle
Coal

REFINED RESOURCES
Arms
Paper
Medicine
Textiles
Food
Steel

★ POSSIBLE STARTING POINTS
★ Hastings
★ Wrexham
★ Salisbury
★ Norwich

HISTORY

Following Napoleon's defeat, the French are, at least for the moment, out of the game of empires. That leaves Great Britain as the last imperialist nation standing, following the wars, colonization, and bloodshed of the last few centuries. As its economic and military strength grows, Britain begins to industrialize within its own borders, leading to the 1840s' "Railway Mania." Many classic locomotives are designed and built during this time, such as the A4 Mallard and the Stirling.

Britain is one of the simpler maps in the game, with few rivers and fewer mountains to worry about. There are plenty of resources to go around, and as in France, you can enter the arms trade for a quick infusion of cash.

How hard the Great Britain scenario is does depend, to some extent, on where you begin. The first goal can be very difficult to accomplish if you wind up starting off in the southern part of the country; on the plus side, if you manage to make it that far, you'll have a ready-made transportation network in place.

The other problem is, simply, generating capital. You need tons of cash to succeed on the Great Britain map, which means you have to play it very conservatively and carefully.

GENERAL STRATEGY

As with the Northeastern U.S. scenario, begin by funding the drive up into Manchester and Liverpool. The further away you start from those cities, the harder this is for you. Once you have taken care of that, you should get an early start on the Manchester-London and Birmingham-London transport objectives. The sooner you can get those done, the sooner you can get the trains running that route to make multiple stops for you.

Liverpool and Manchester aren't that far apart...

...but the land around Manchester does tend to get congested.

After setting up the Premier Line, start casting about for new ways to bring in the money. The problem with succeeding at Great Britain is that in a way, succeeding here is shooting yourself in the foot. The more money you have, the more expensive your stock gets, and the harder it becomes to buy up 70% of your own company. It thus becomes important to have a steady income right from the get go, the better to pull you through those tight times when you've blown all your handy cash on your own stock.

A solid early strategy, especially if you start in Salisbury, is to forge north until you hit Birmingham, then set up a nearly straight passenger line.

GOALS

By 1840

Connect Liverpool and Manchester.

Buy and keep at least 7 shares in your own railroad.

By 1922

Buy at least 2 shares of every other railway.

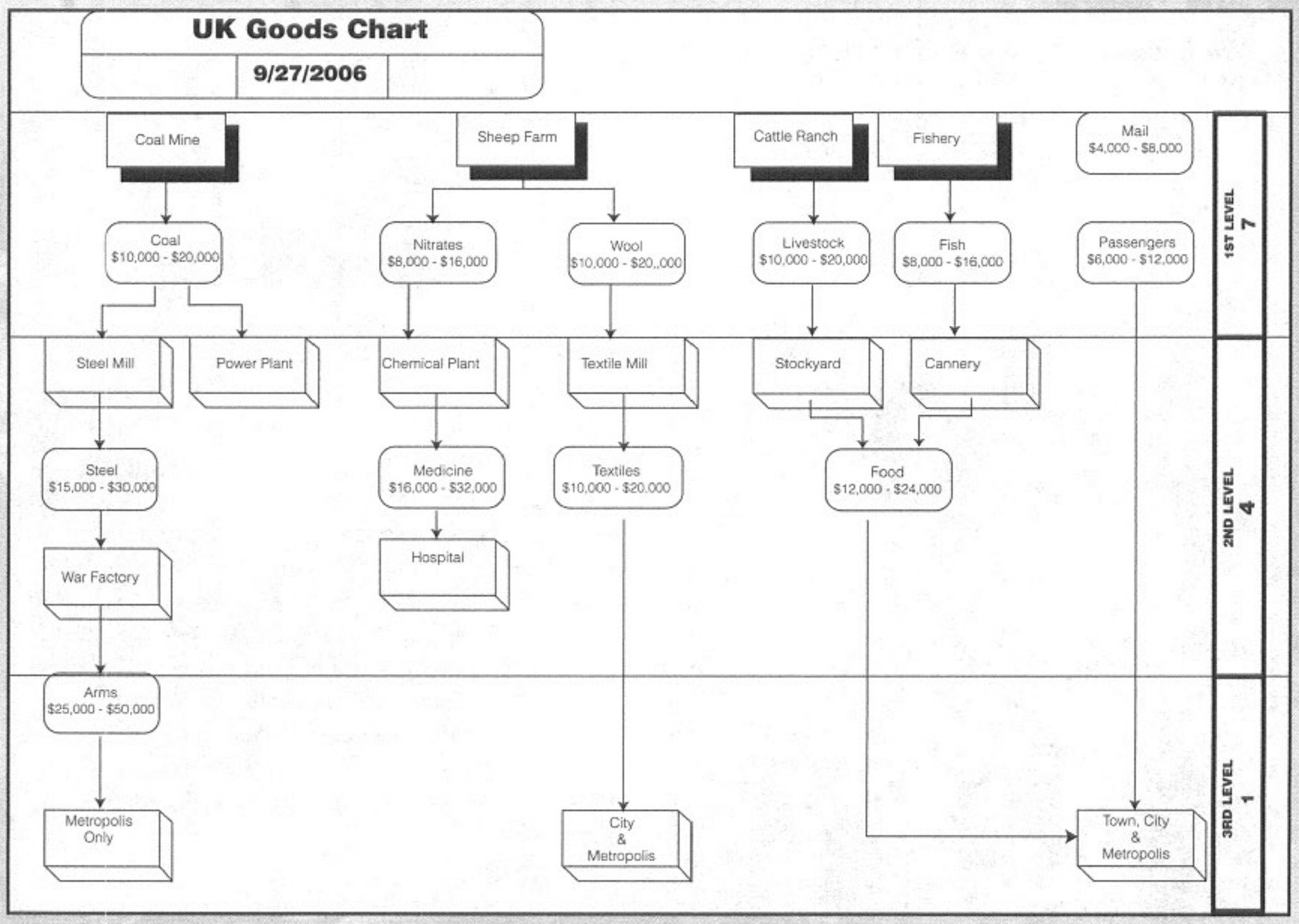
Connect Birmingham, Liverpool, London, and Manchester.

By 1957

Deliver 20 carloads of passengers from Manchester to London, and 20 carloads of mail from Birmingham to London.

Set a speed record with the legendary A4 Mallard.

Attain a net worth of £30 million.



AI Competitors

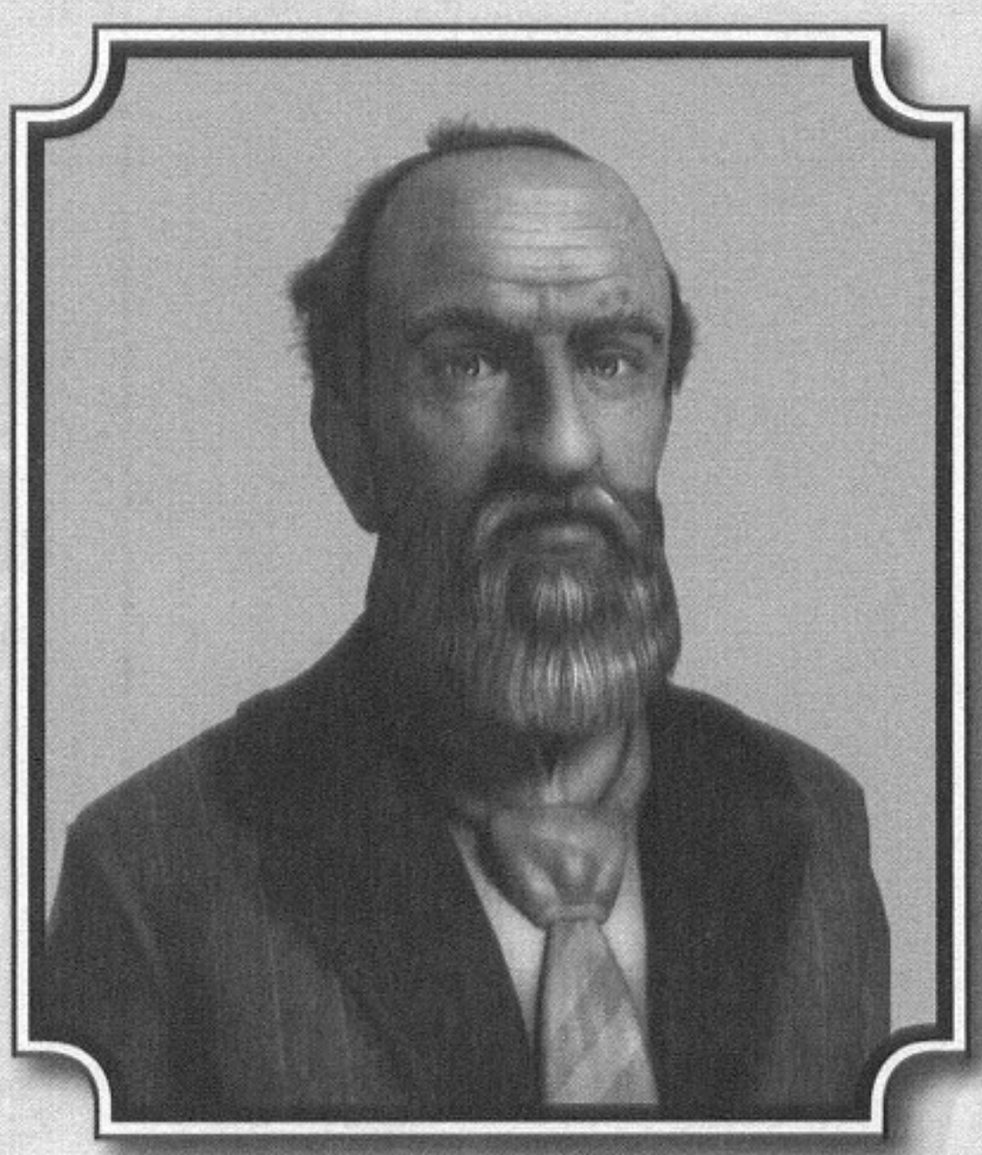
These are the giants of the age. Your life has been shaped in countless ways by these men, although you probably don't realize it. They were the businessmen, rulers, generals, designers, and innovators who began the process of making the world smaller and faster, turning what used to be long and dangerous overland journeys into something you could do on a whim.

Now, they're your opponents.

Each of these barons of industry, when you encounter them in a single player scenario, conducts business in a fashion determined by their preset aggression level. A baron with an aggression level of zero is a conservative investor who's in it for the long haul, whereas a level 4 baron will take risks and play recklessly. The more aggressive a baron is, the more likely he is to bid on patents, oppose you in industry auctions, buy up your stock, respond to mayors' requests, and spread out his railways.

This also affects how an AI baron plays the stock market. Level 0 barons try to buy up to 70% of their own stock and stay there, and are otherwise unconcerned with the state of the market. A level 4 baron, by comparison, only feels the need to hang on to 20% of his own stock at any given time, and may go lower than that.

A conservative opponent makes life difficult if you're playing a scenario that involves driving competitors out of business or owning their stock. If one should appear, begin to play conservatively yourself and try to accumulate cash as fast as you can. The only way to buy out a competitor in such a cutthroat scenario is to buy the stock directly from him, which can cost millions.



JAY GOULD

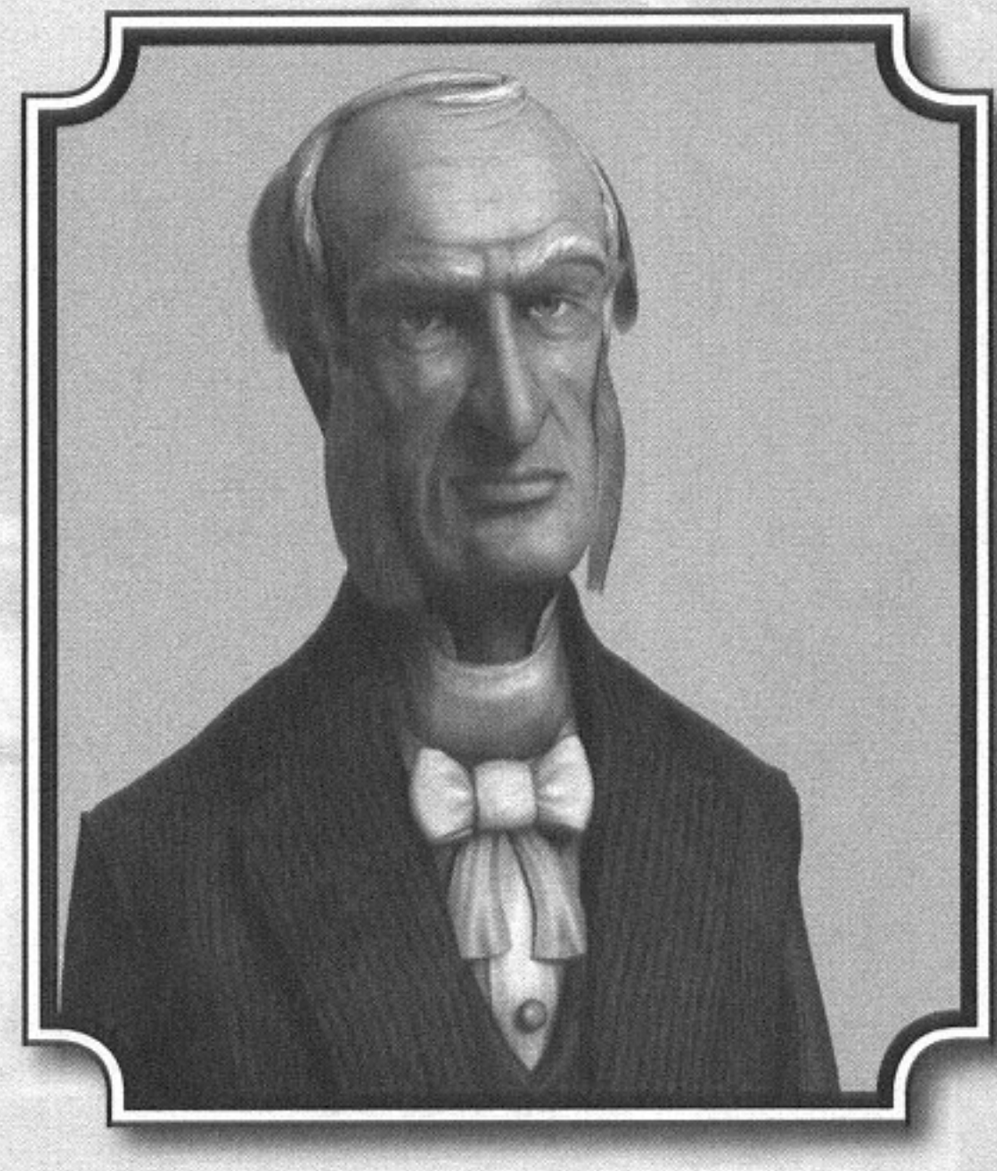
Aggressiveness: 4

"His touch is death," stated Daniel Drew, about his one-time partner, Jay Gould. Known as one of the shrewdest of the robber barons, Gould made his name as a cutthroat speculator. As president of the Erie Railroad, Gould gutted that company for profit before losing his position due to the outrage at his manipulations. As age and illness descended upon Gould, he looked westward, buying heavily into the famous but poorly-managed Union Pacific Railroad. What was expected to be another gut-and-run turned out to be a sincere interest in remedying Union Pacific's woes; Gould modernized and expanded the previously forsaken railroad.

JAY COOKE

Aggressiveness: 0

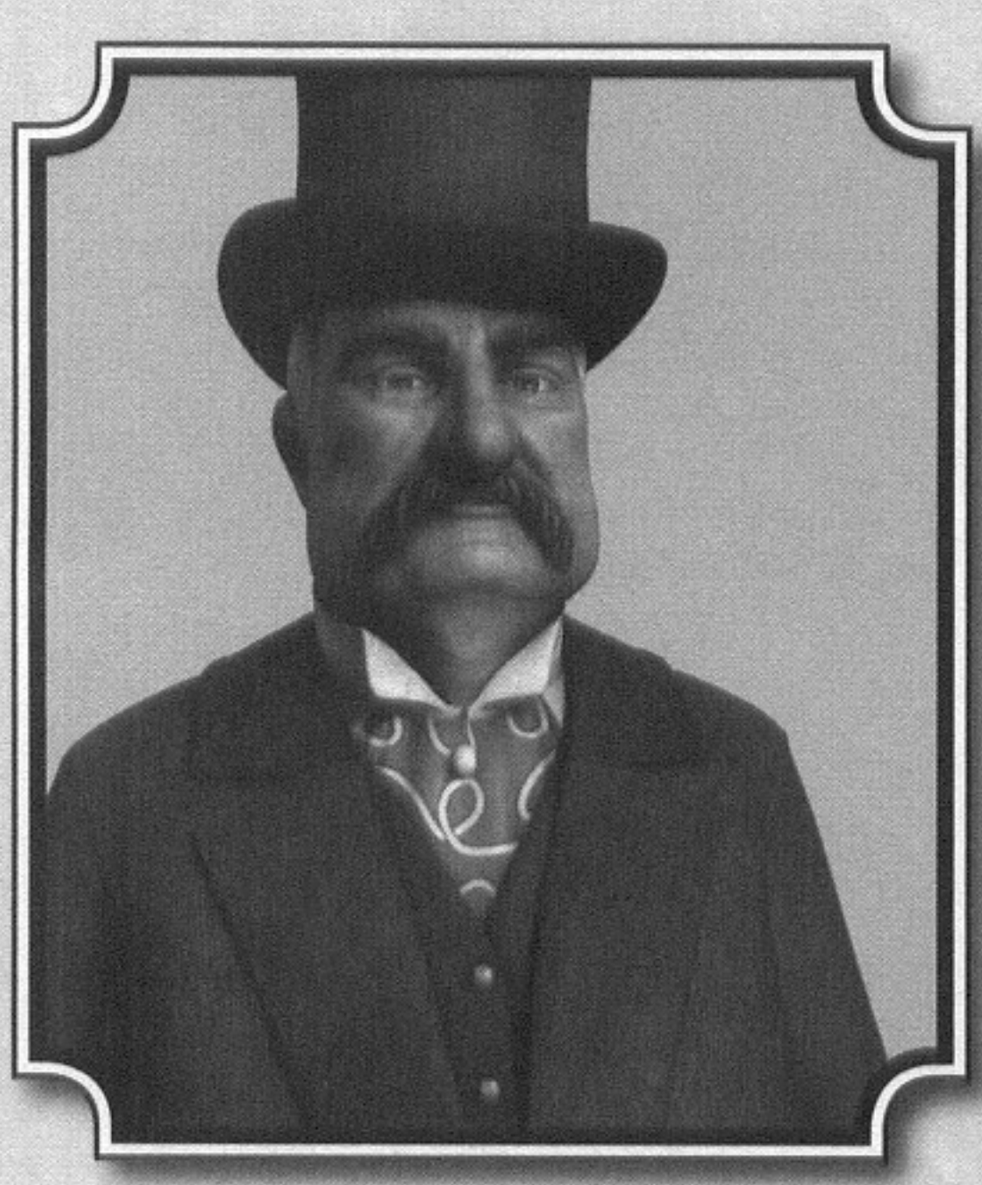
A financier first, Jay Cooke not only made millions of his own through shrewd investing, but raised nearly two billion dollars for the Union during the Civil War through clever advertising campaigns. In the 1870s, applying those same techniques, Cooke began work on his Northern Pacific Railroad. Construction, though, was plagued with setbacks and Cooke was forced to declare bankruptcy, causing a nationwide depression in what became known as the Panic of 1873.

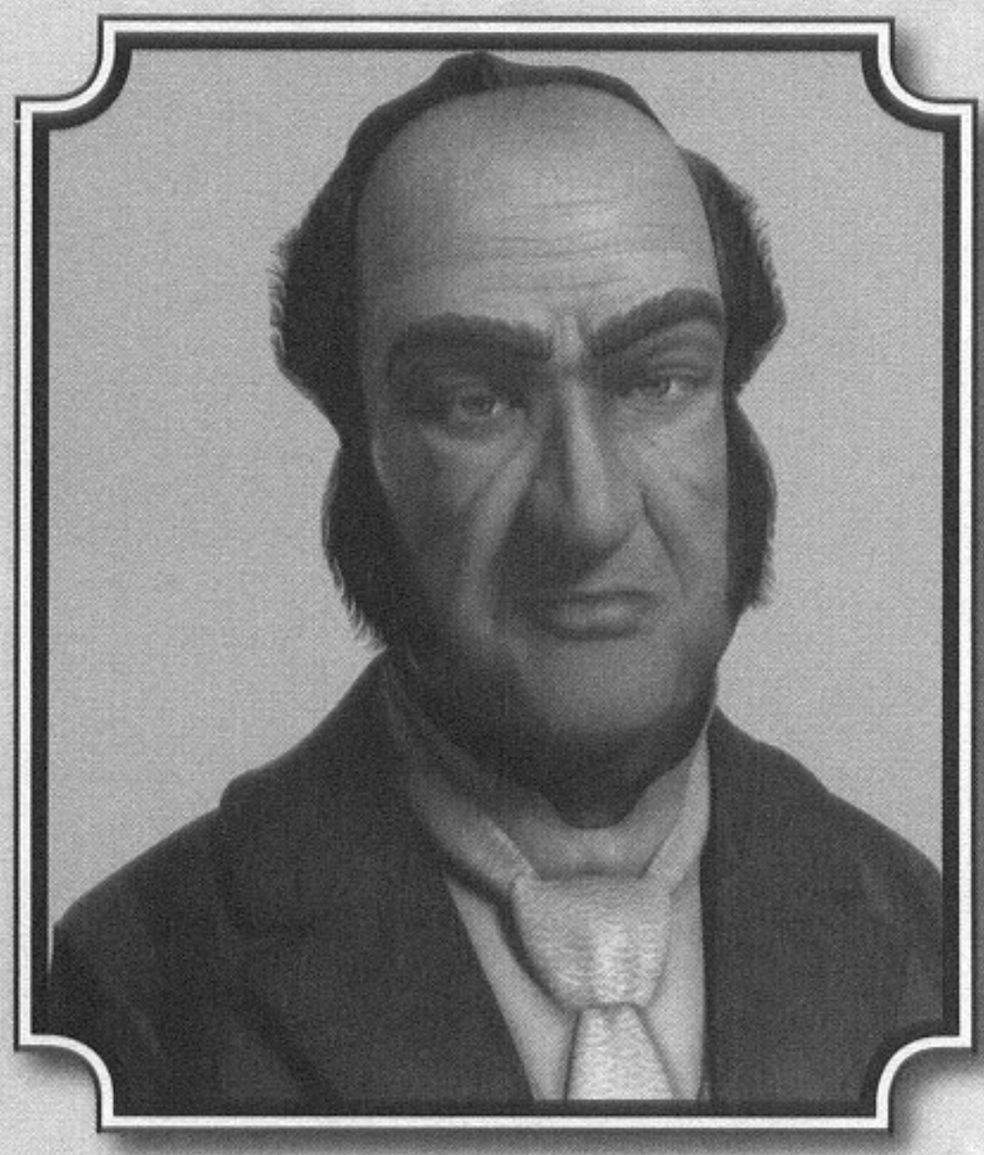


CORNELIUS VANDERBILT

Aggressiveness: 1

Cornelius Vanderbilt began his career in transportation working on ferries between Staten Island and Manhattan as a youth, eventually building an entire fleet of transport ships and earning himself the nickname "The Commodore." He entered the rail business in the 1860s, first purchasing the New York and Harlem Railroad and later the Hudson River and New York Central Railroads, merging them together into one of the Northeast's largest rail systems. Despite a costly failed attempt to acquire the Erie Railroad, Vanderbilt still left behind an estate worth over $100 million.





J. PIERPONT MORGAN

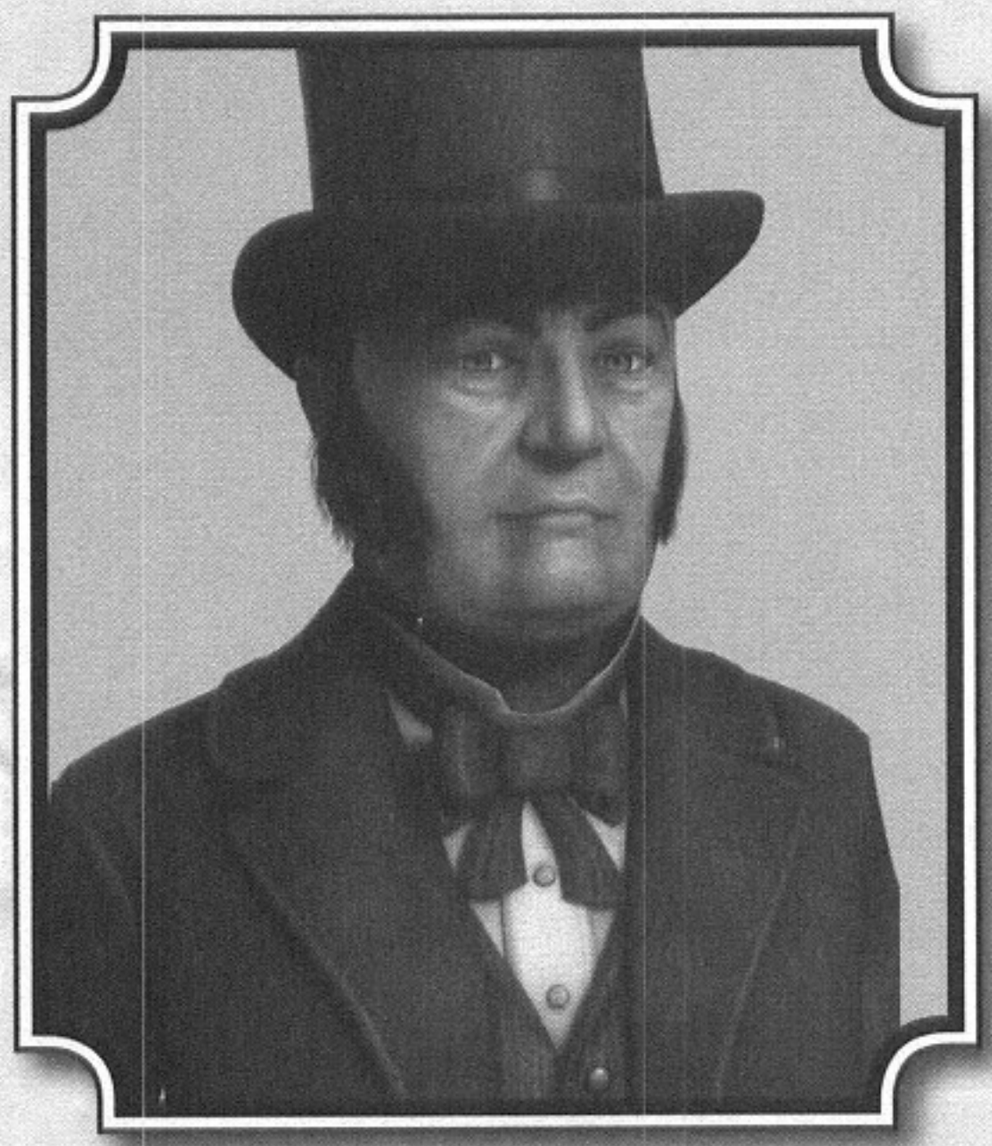
Aggressiveness: 1

J. Pierpont Morgan, taking after his wealthy financier father, became one of the most important investors in American history. As railroads became a key force of the American economy, Morgan became a connector between railroads looking for investments and the investors themselves, as well as a board member on the famous New York Central Railroad. From selling out-of-date rifles to the Union Army to saving the United States from a depression, Morgan's skill as a businessman, no matter how questionable his ethics, could not be denied.

GEORGE HUDSON

Aggressiveness: 4

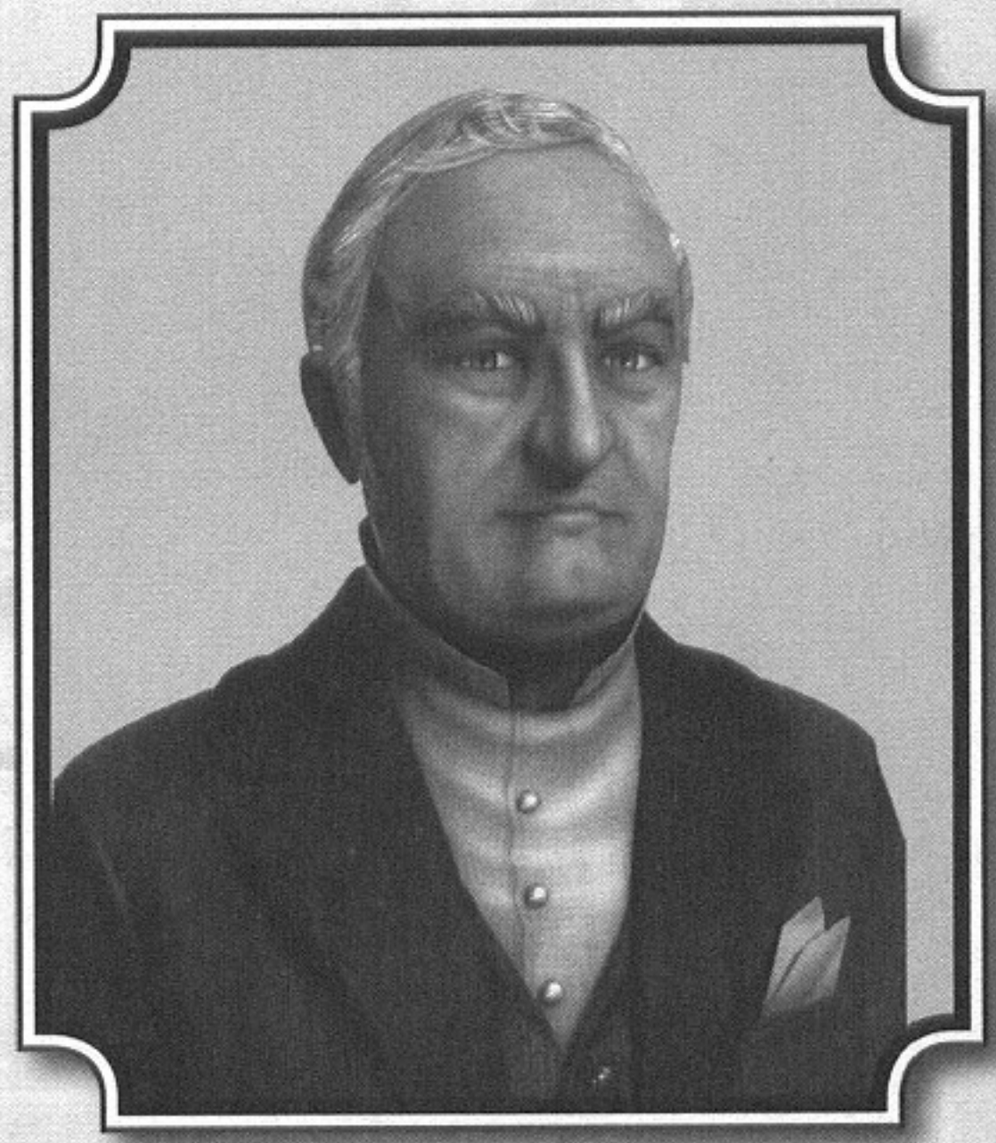
George Hudson, England's "Railway King," was the son of wealthy farmers, and began a successful career as a draper before becoming a major investor and proponent of the Northern Midland Railway, later becoming the director of the burgeoning rail system. Through equal parts acumen and machination, Hudson eventually came to control one-third of the rail lines in Britain. As investigations into Hudson's finances arose, confidence in his businesses fell, leading the "King" into a dethroning bankruptcy.



ISAMBARD KINGDOM BRUNEL

Aggressiveness: 1

Isambard Brunel began his work as an engineer beside his father, designer of the Thames Tunnel, before heading into his own, designing various bridges and steamships throughout his career, such as the massive Great Eastern steamer. Appointed the chief engineer of the Great Western Railroad, Brunel helped build the line's distinct broad gauge rail system, which Brunel believed to be superior to standard gauge rails in smoothness of ride and cargo capacity. When the decision came down that all of Britain's rails must use standard gauge, it ended the distinct flavor of the Great Western Railroad.



GEORGE STEPHENSON

Aggressiveness: 1

Helping his father work coal-mining equipment in his youth, George Stephenson always had a penchant for machinery, and would go on to become one of the first and finest locomotive designers of his age. Responsible for the design of Britain's first steam-powered rail system, the Stockton & Darlington Railway, Stephenson made a name for himself throughout Great Britain as a premier locomotive expert. Along with his son Robert, Stephenson's designs ushered in a new era in transportation the world round.

JAMES MAYER DE ROTHSCHILD

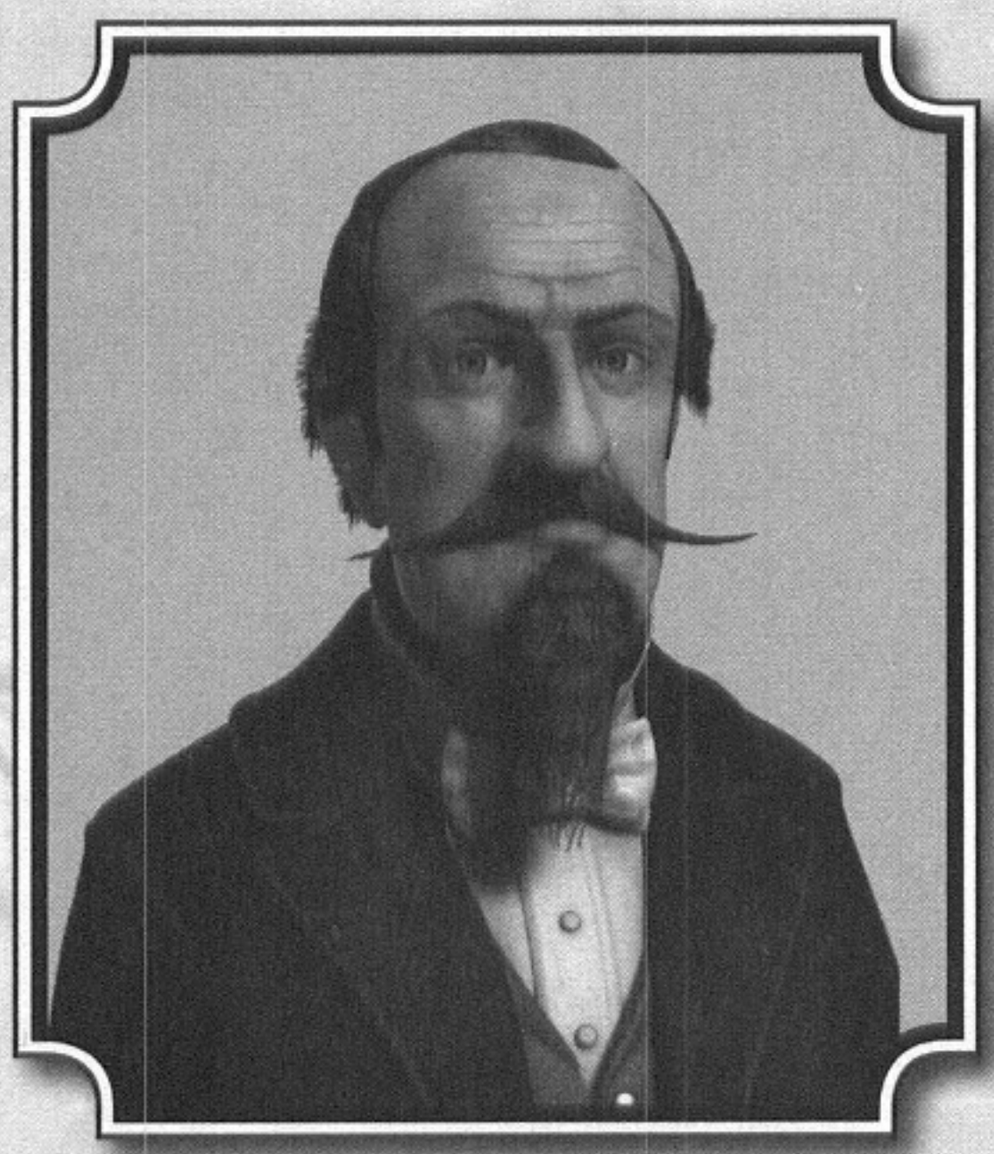
Aggressiveness: 3

Member of the famous banking family, Baron James Mayer de Rothschild followed in his family's footsteps by becoming one of France's most prominent bankers. After the installation of King Louis-Philippe, a loan from de Rothschild helped shore up the finances of the new constitutional monarchy, as well as working to ensure peace between France and Austria. Rothschild also helped fund many of the prosperity projects of Louis-Philippe's successor, Napoleon III, taking a key role in the expansion of the continental rail system.

CHARLES DE GAULLE

Aggressiveness: 3

For Charles de Gaulle, speed was of the essence. A career soldier, de Gaulle was one of the first to call for the mechanization of the French forces before World War II. After the war, de Gaulle was placed in charge of the French provisional government, but later resigned due to unhappiness with the country's new constitution. When his country needed him again, de Gaulle returned to the presidency, transforming France into a modern and independent nation. One effort, the *blanchissage*, or redesign, of Paris, led to the creation of Paris's underground rail system, the RER.



NAPOLEON III

Aggressiveness: 1

Emperor Napoleon III, born Charles Louis Napoleon Bonaparte, after being elected President of the French Second Republic, seized control after his term ended. Giving birth to the French Second Empire, the liberty of French citizens took a heavy blow under the new emperor, but this was partially balanced by a new level of prosperity and modernization. Part of this modernization was the French rail system, which went from almost nonexistent to nearly 11,000 miles in only thirty years under Napoleon's reign.

OTTO VON BISMARCK

Aggressiveness: 3

A master statesman, Otto von Bismarck, the "Iron Chancellor," was a key figure in the construction of the German Empire in 1871. He guided his country through wars with Denmark, Austria, and France, establishing a new empire. A new level of prosperity swept across the German states, and along with this prosperity came a new surge in railroad construction. The country was now unified through both politics and transport. Bismarck, however, after losing favor with both his emperor and much of the country he helped to form, was forced to resign.

HELMUTH VON MOLTKE

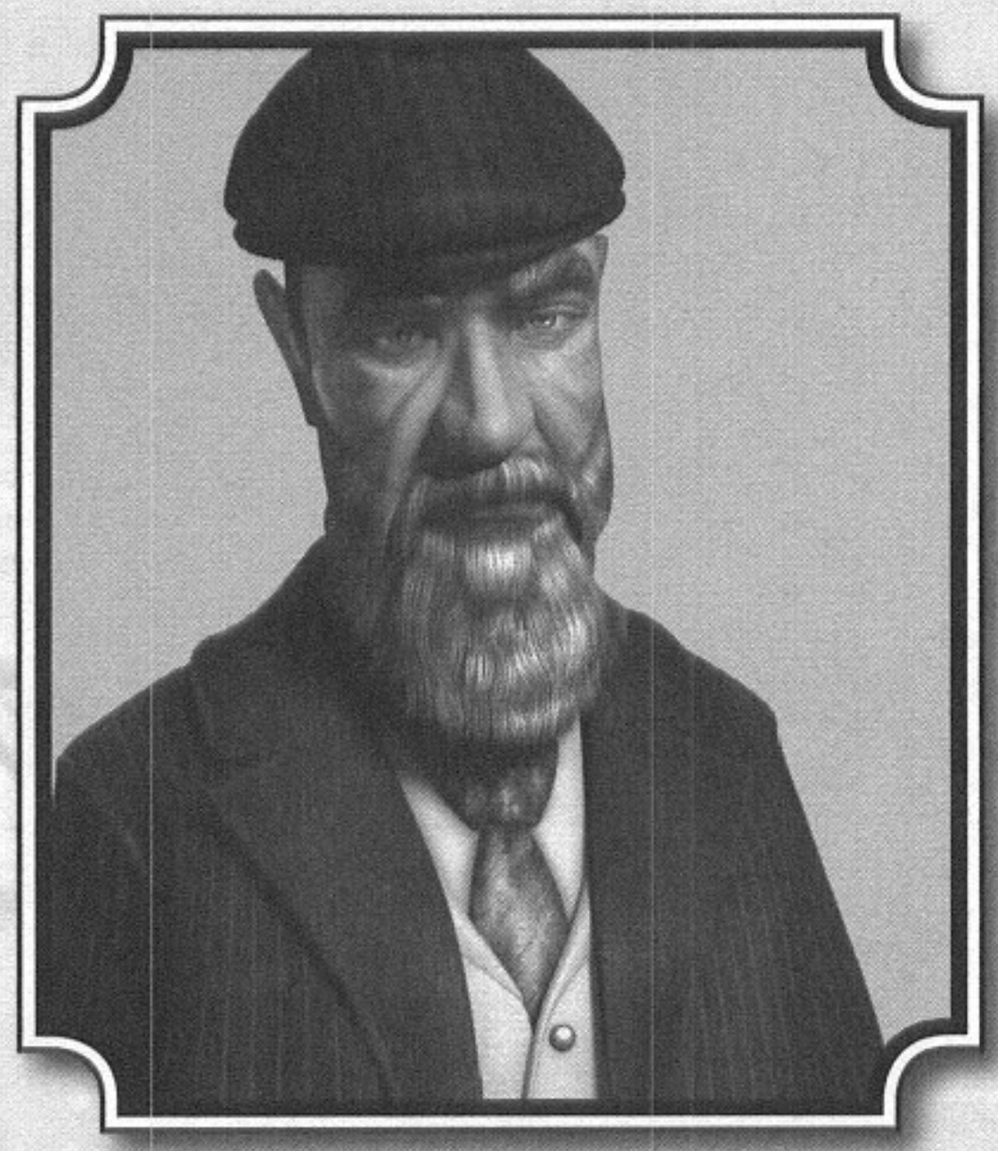
Aggressiveness: 3

Chief of the General Staff in Germany during the outbreak of World War I, Helmuth von Moltke the Younger nearly guided Germany to victory using a quick barrage of mobile troops. French and Belgian soldiers cut a hole in von Moltke's plan by destroying their own rail systems. Using nearly 30,000 workers, Moltke hoped to repair the destroyed rail lines and earn himself a victory over France before turning his attention to the Russians breathing down his flank. Speedy Russian mobilization and French resistance entrapped Moltke, leading to drawn-out French warfare and eventual German defeat.

CZAR NICHOLAS II

Aggressiveness: 1

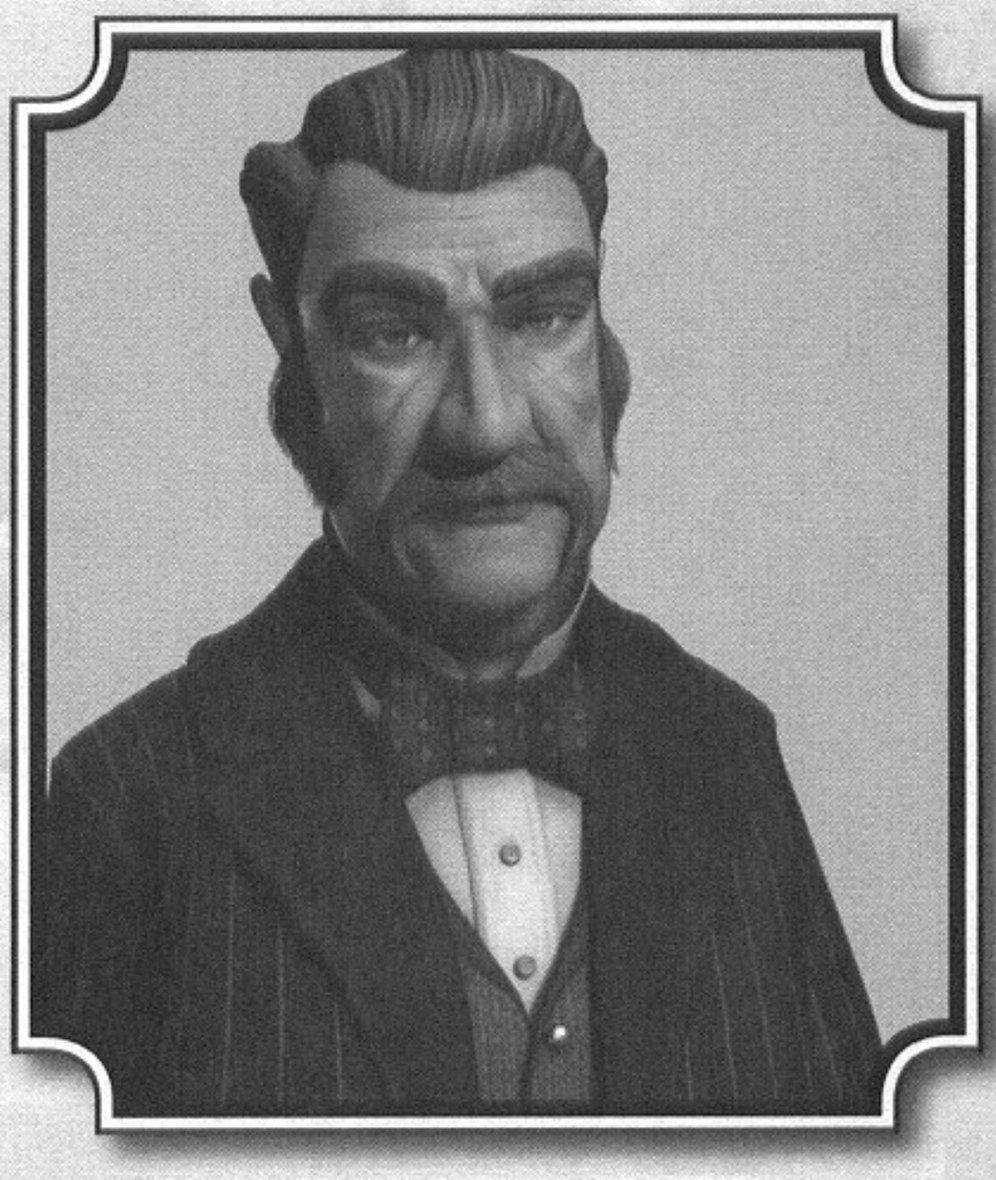
Known for his obsession with grand schemes (while tending to ignore the day-to-day care of his subjects), Czar Nicholas II, Russia's final monarch, brought about the creation of the famed Trans-Siberian Railroad. This came hand-in-hand with an increase in Russian coal and iron production, thanks in large part to his shrewd Minister of Finance, Sergei Witte. Due to his increasingly harsh reactions to the growing labor unrest in his country, and a less than keen understanding of his citizens, Nicholas was killed during the Bolshevik Revolution in 1918.



JIM HILL

Aggressiveness: 4

A Canadian industrialist, Jim Hill's coal conglomerate gave him a specific interest in seeing that North America be covered from coast to coast in rails. Investing in the St. Paul & Pacific Railroad, Hill expanded the line, populating its paths with settlers and industry. Hill had a voracious appetite for expansion, organizing one of the most successful transcontinental railroads ever built and joining forces with some of the most shrewd investors of the age, like J. Pierpont Morgan.



JIM FISK

Aggressiveness: 0

In an age of quiet, reserved businessmen, "Jubilee Jim" Fisk was a rebel upstart. Deciding schooling was not for him, Fisk tried his hand at various paths, including running off with the circus, before he found his way to Wall Street. Together with Daniel Drew and Jay Gould, Fisk tricked Cornelius Vanderbilt into spending exorbitant amounts of money attempting to buy out the Erie Railroad, only to snatch it out from the Commodore's grasp at the last minute. Though his exuberant behavior might have been the source of his success, it was also his ultimate undoing. Fisk was shot to death by a business partner, Edward S. Stokes, during a dispute over a young Broadway showgirl named Josie Mansfield.

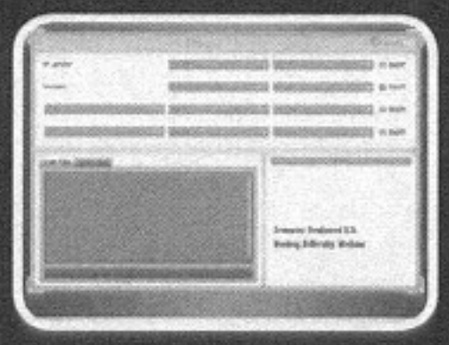
MULTIPLAYER

Multiplayer games of *Sid Meier's Railroads!* are strategically similar to solo player games. Of course, human players are far less predictable than computer-controlled ones, but any skills you learn playing the solo scenarios should serve you well in multiplayer games.

Games played via local area network or the Internet can be played on any of the scenario maps or the Custom/Multiplayer maps. Since the scenario maps have been discussed already, the multiplayer maps are covered here. The maps in this chapter include the location of all cities. The economy on which a map is based dictates the goods that will be traded and the inherent wants of various city sizes. If you've come to know these in solo play, you won't have any trouble remembering what goods are available.

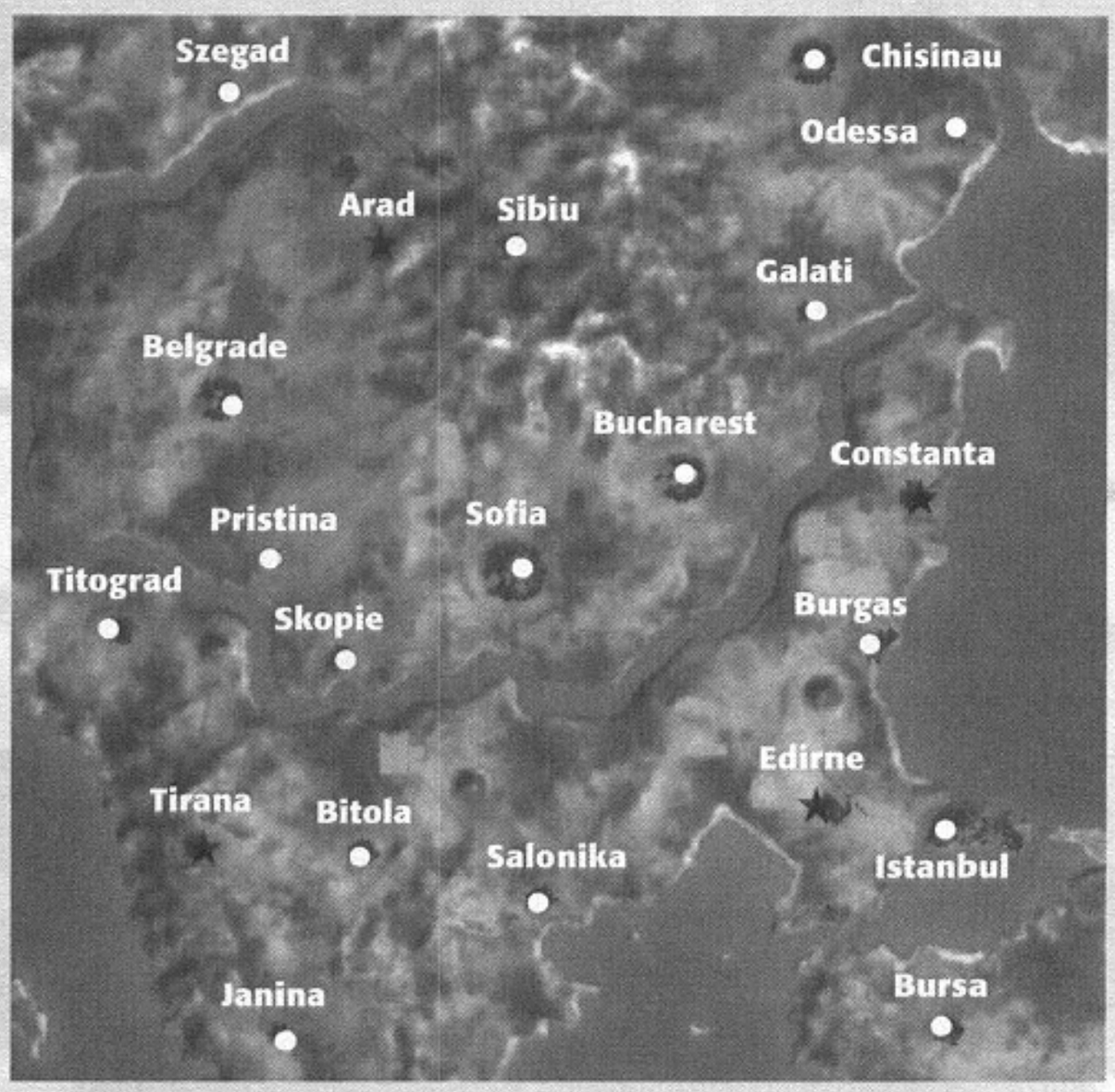
STAY ON TRACK!

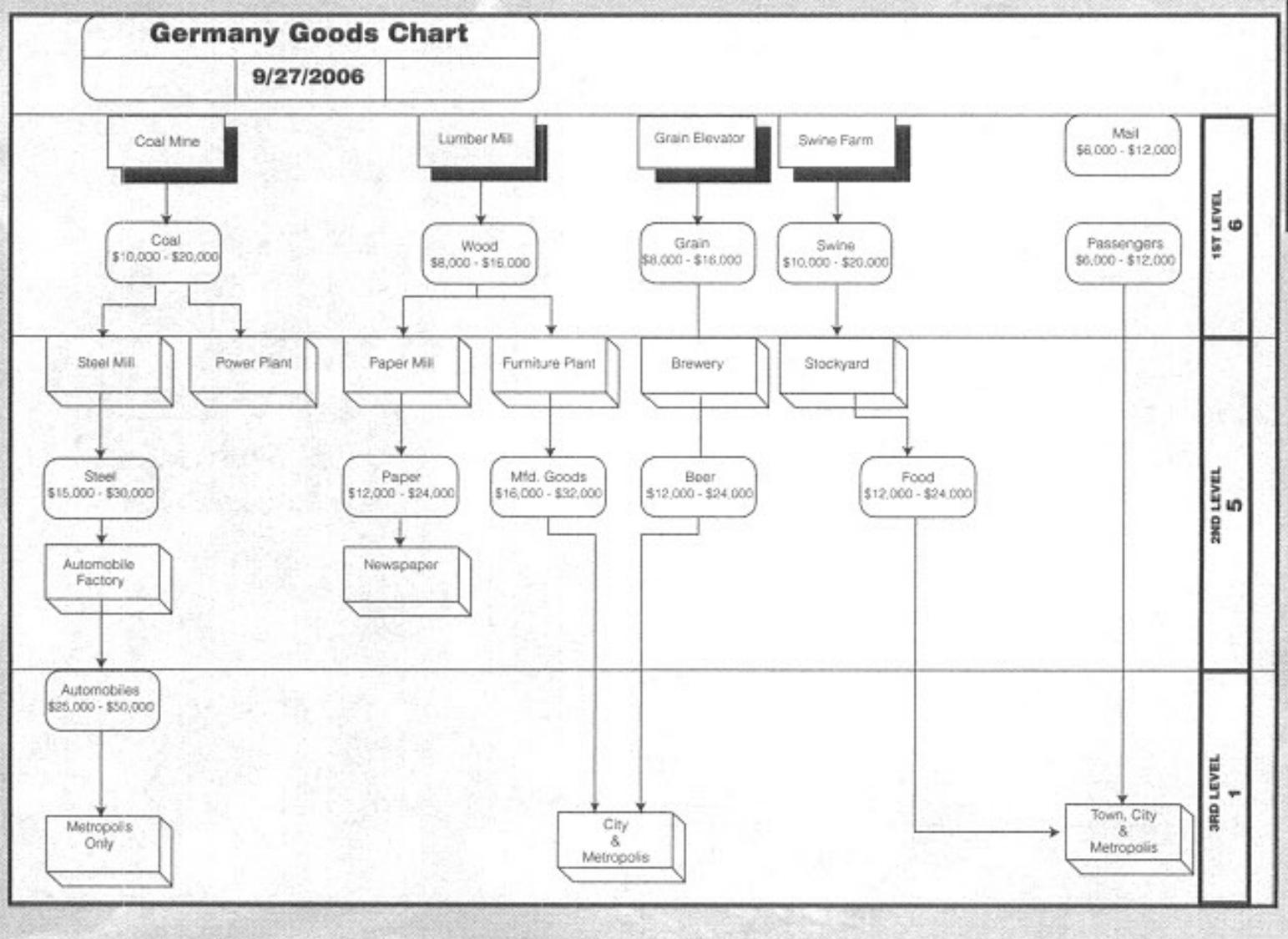
Differences between solo and multiplayer games are outlined in the first chapter of this guide.



In multiplayer games, each player can set his or her own difficulty level. The Routing Difficulty level, however, applies to all players.

Southeastern Europe





RAW MATERIALS
Coal
Swine
Lumber
Grain

REFINED RESOURCES
Steel
Automobiles
Beer
Food
Paper
Manufactured Goods

★ STARTING POINTS
★ Arad
★ Constanta
★ Edirne
★ Tirana

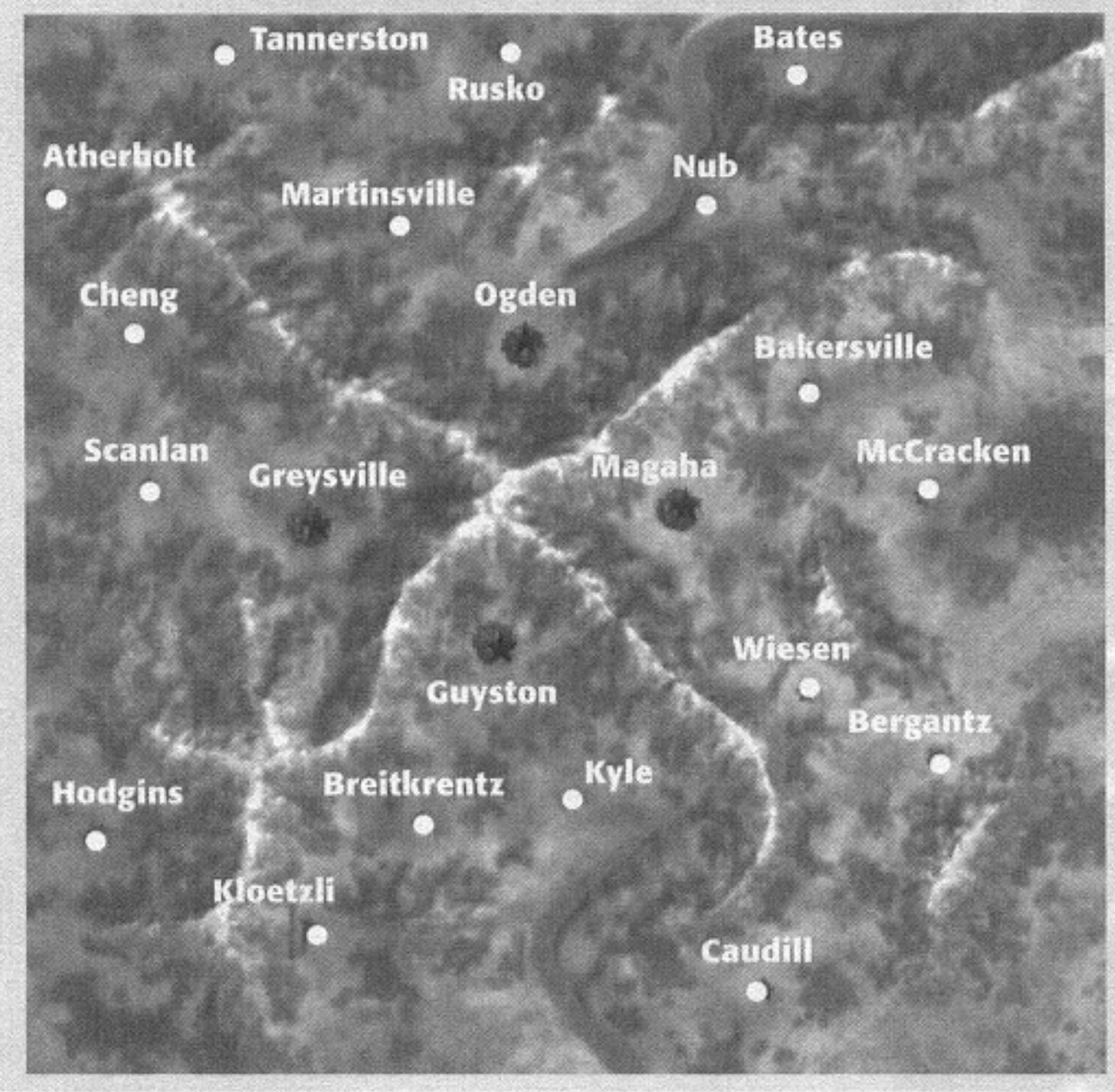
Difficulty

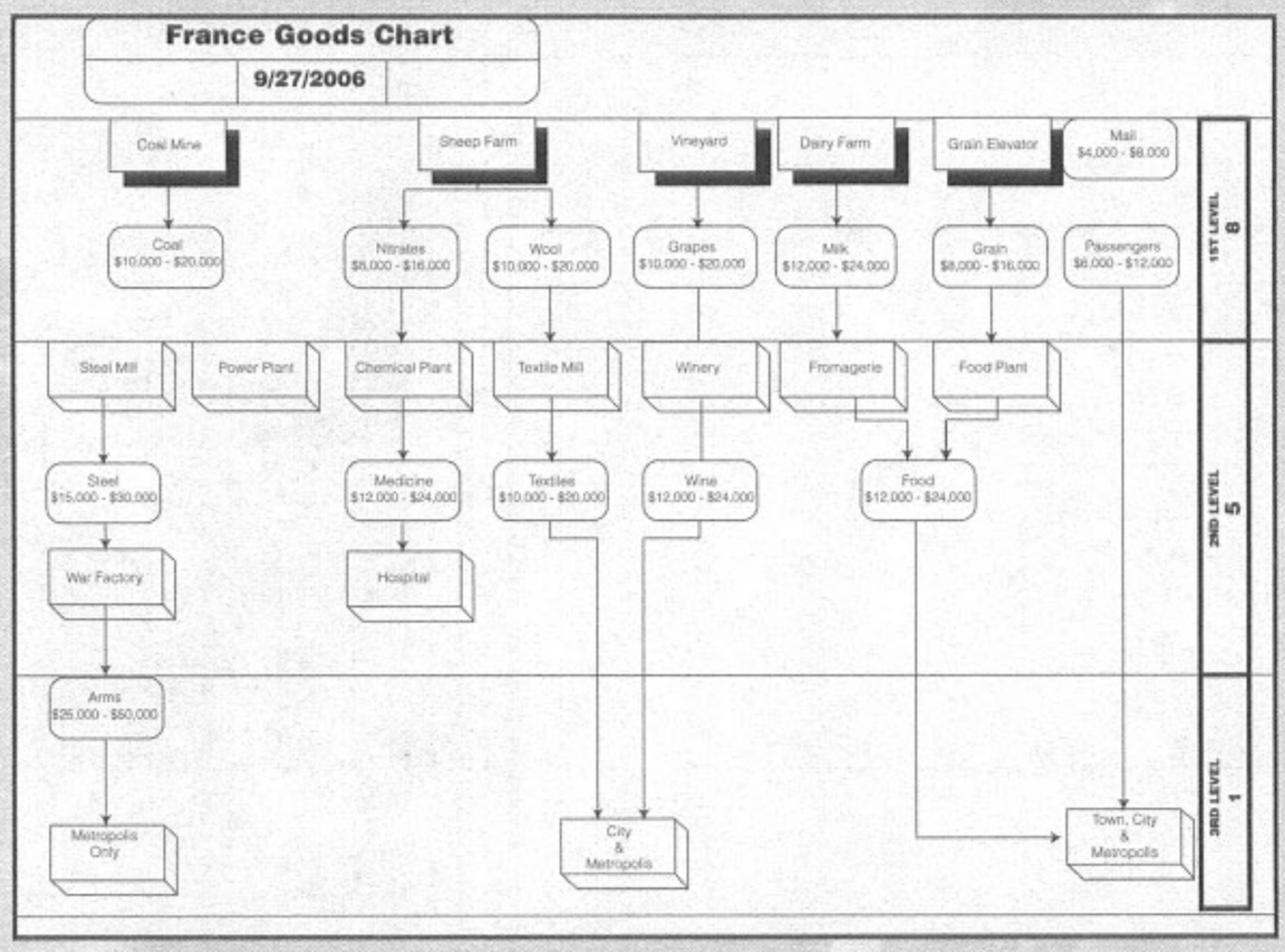
Medium to Advanced

Economy

Germany

Double Cross





RAW MATERIALS
Coal
Grapes
Grain
Milk
Nitrates
Wool

REFINED RESOURCES
Steel
Arms
Wine
Food
Textiles
Medicine

★ STARTING POINTS
★ Greysville
★ Guyston
★ Magaha
★ Ogden

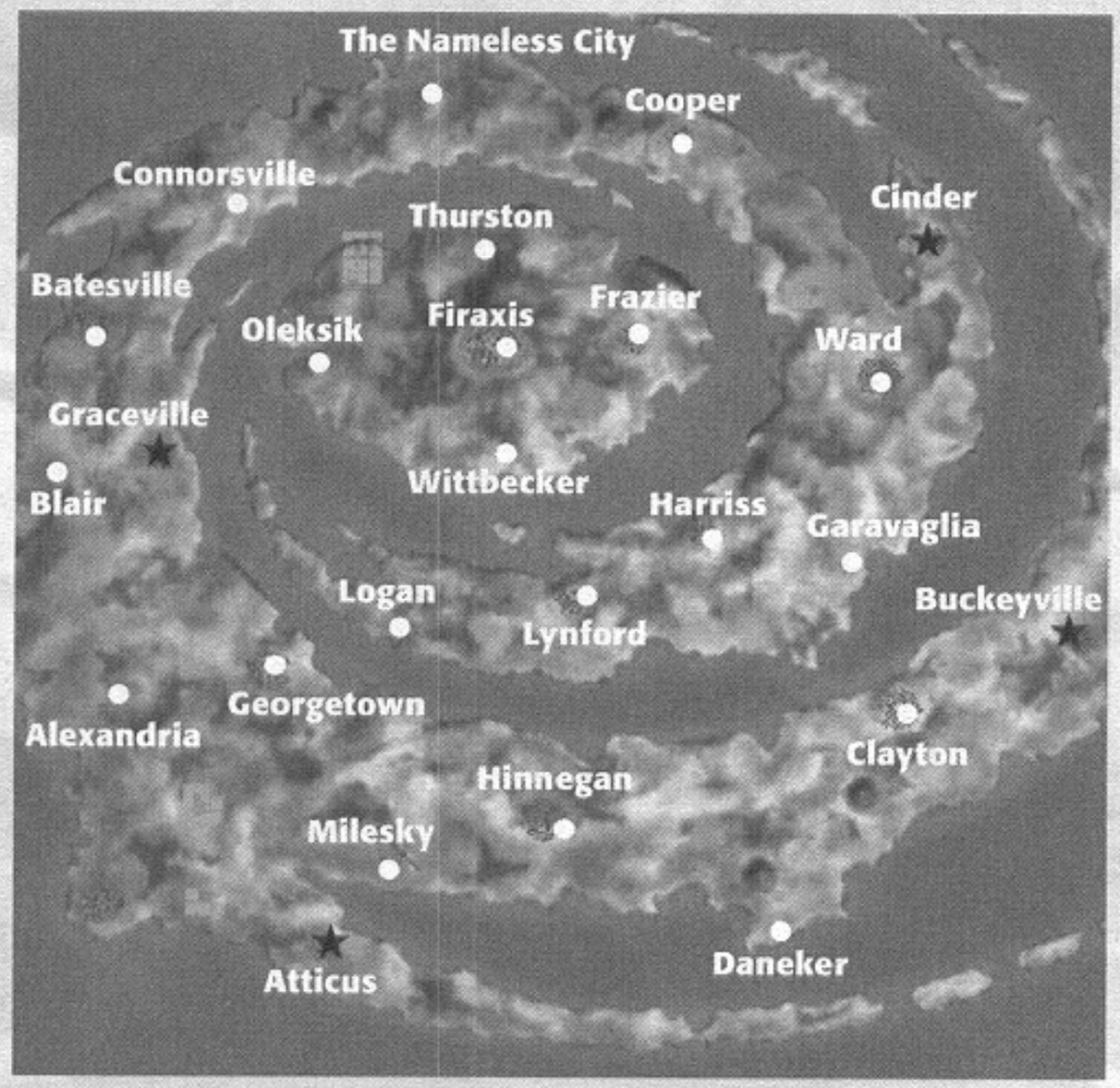
Difficulty

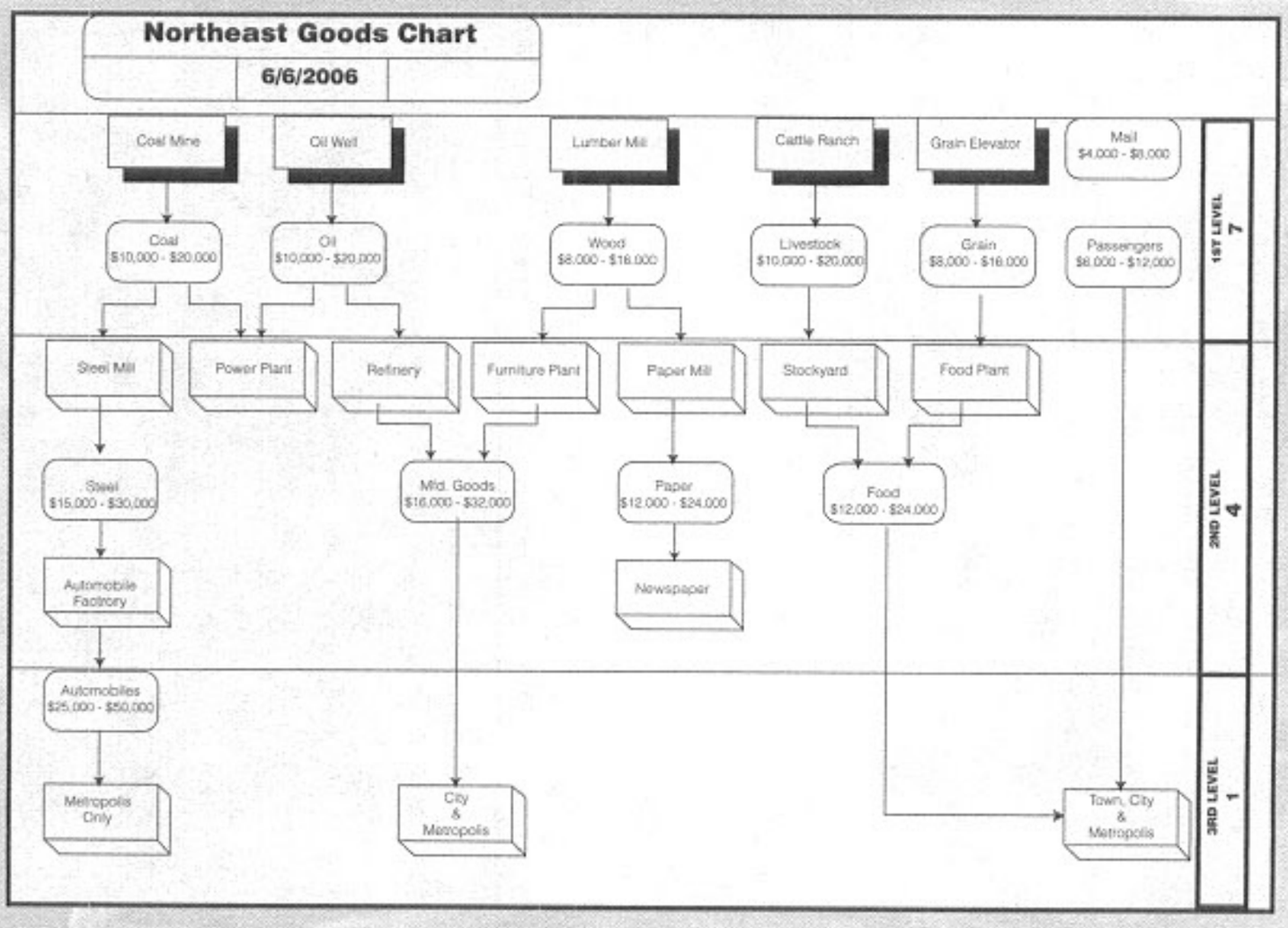
Suitable for all players

Economy

France

Fiery Axis





RAW MATERIALS

- Livestock
- Coal
- Oil
- Lumber
- Grain

REFINED RESOURCES

- Manufactured Goods
- Steel
- Food
- Paper
- Automobiles

★ STARTING POINTS

- ★ Atticus
- ★ Buckeyville
- ★ Cinder
- ★ Graceville

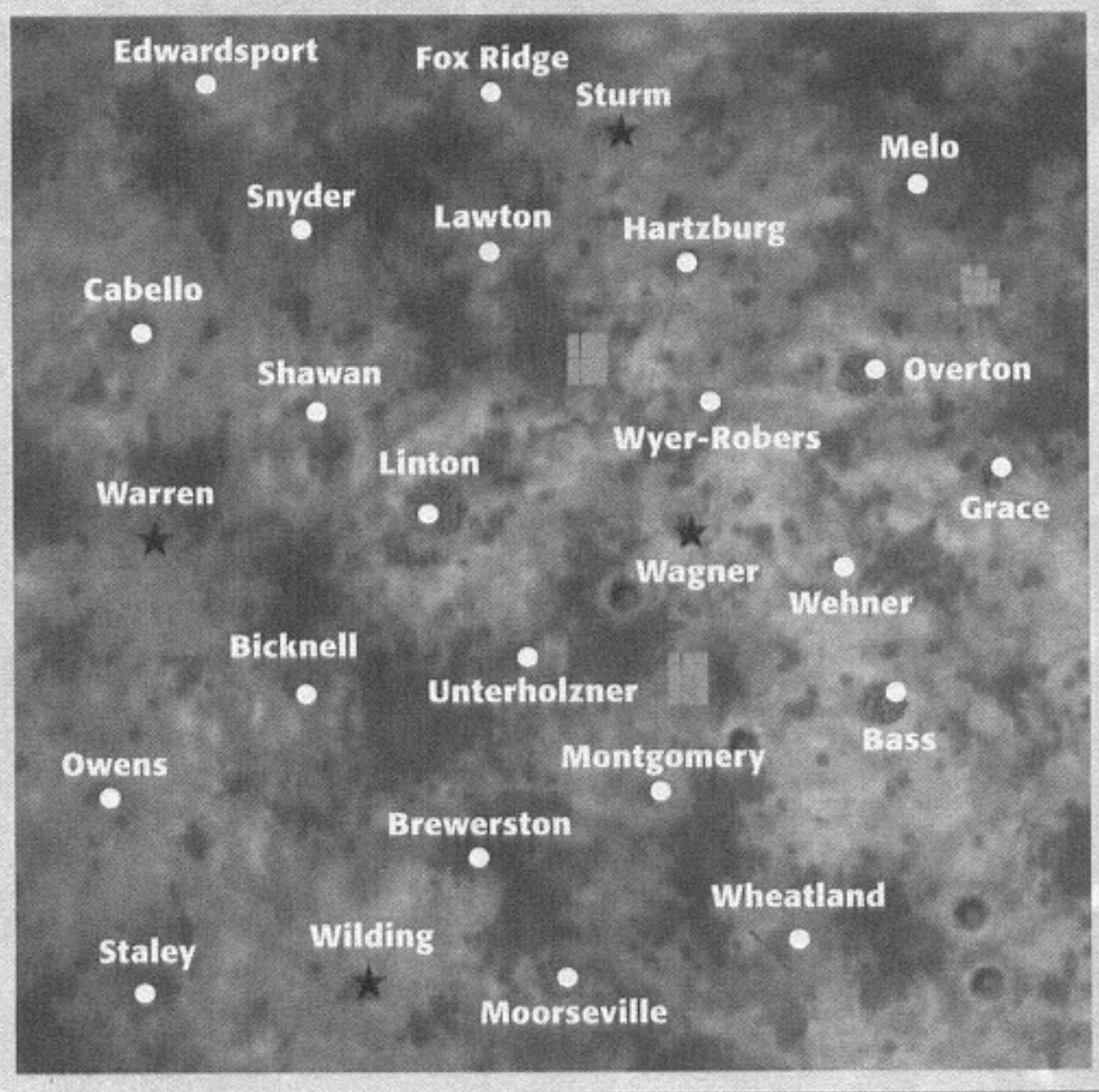
Difficulty

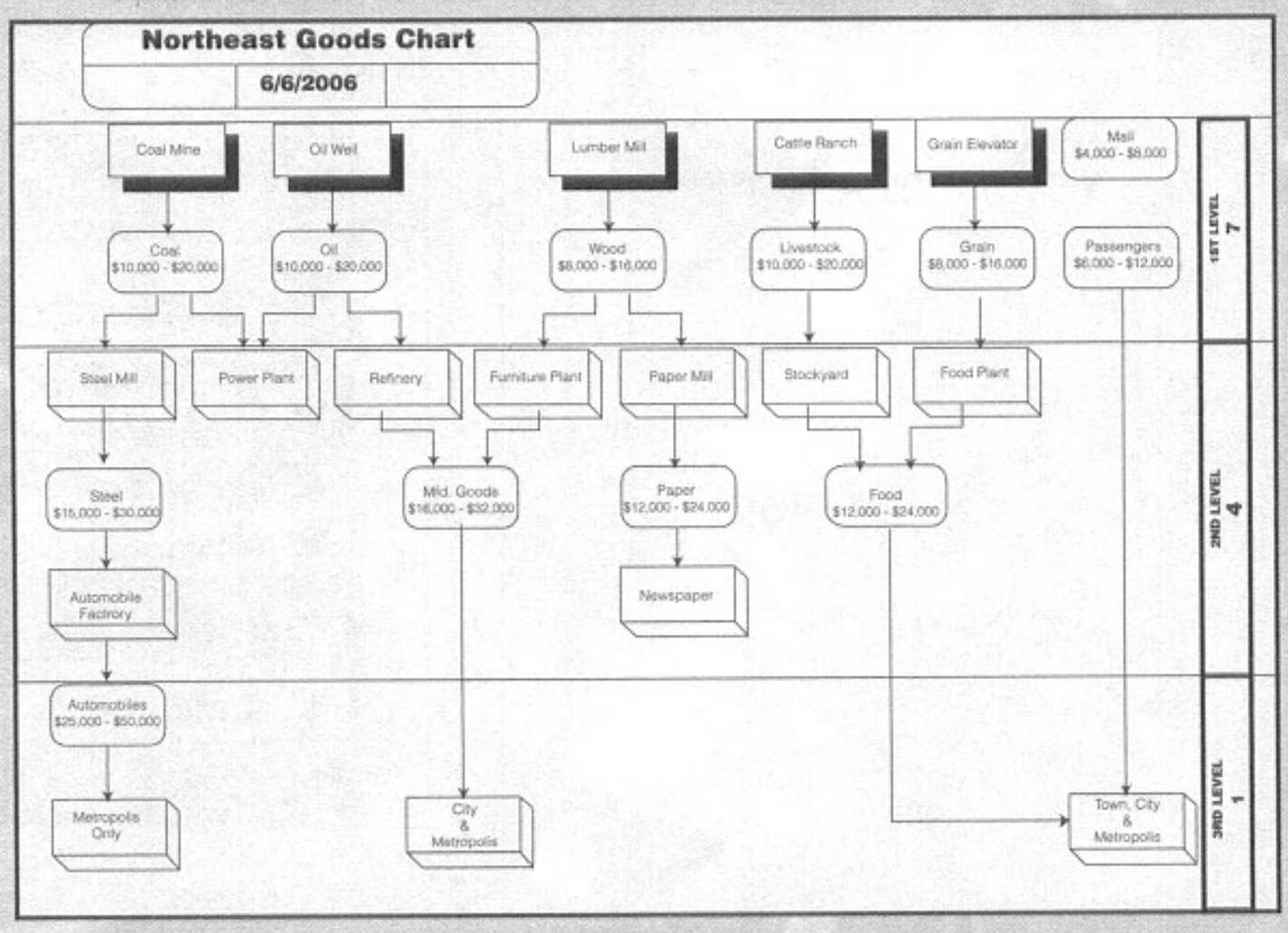
Medium

Economy

U.S. Northeast

Hill Valley Rush





RAW MATERIALS

- Livestock
- Coal
- Oil
- Lumber
- Grain

REFINED RESOURCES

- Manufactured Goods
- Steel
- Food
- Paper
- Automobiles

★ STARTING POINTS

- ★ Sturm
- ★ Wagner
- ★ Warren
- ★ Wilding

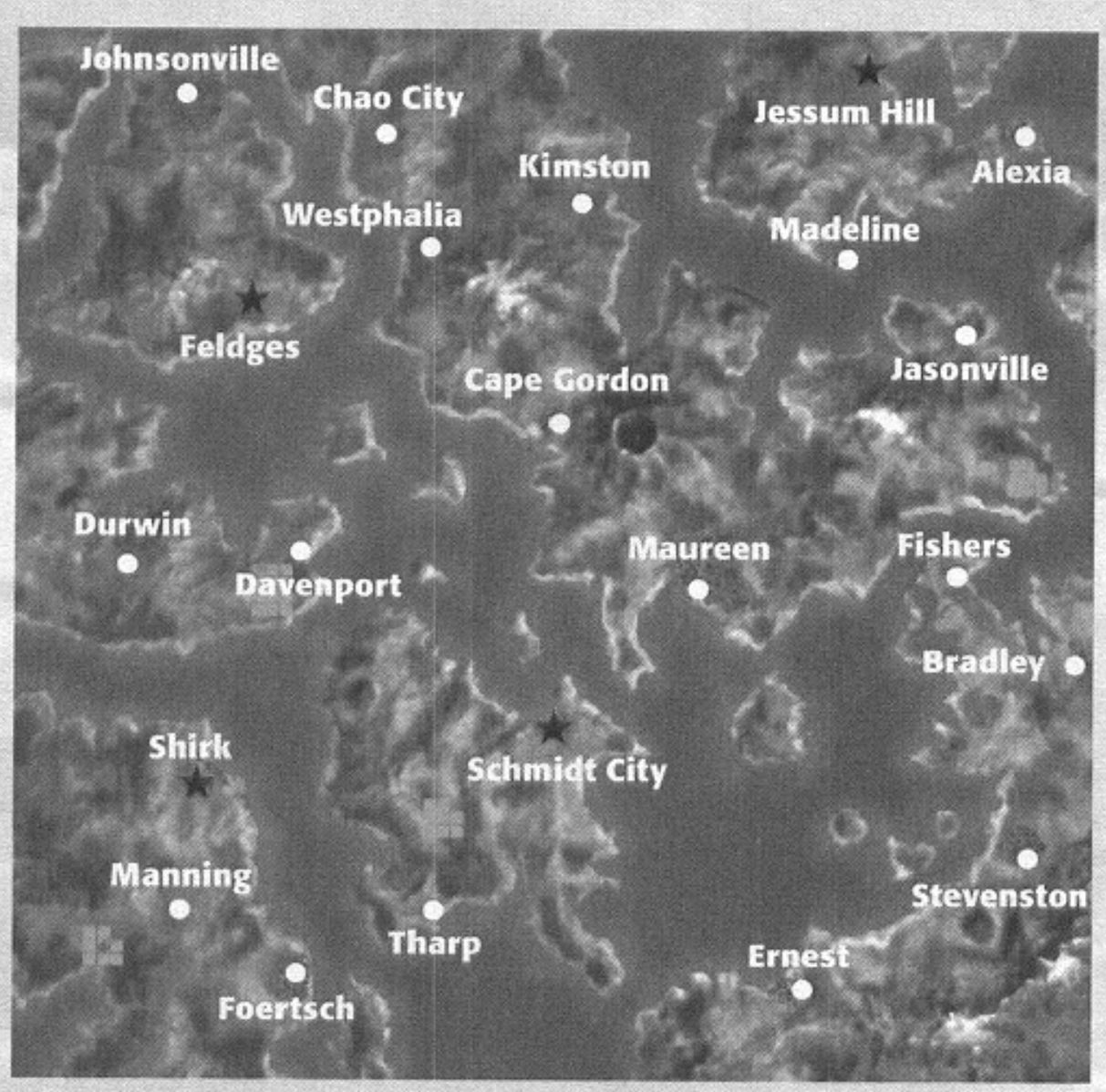
Difficulty

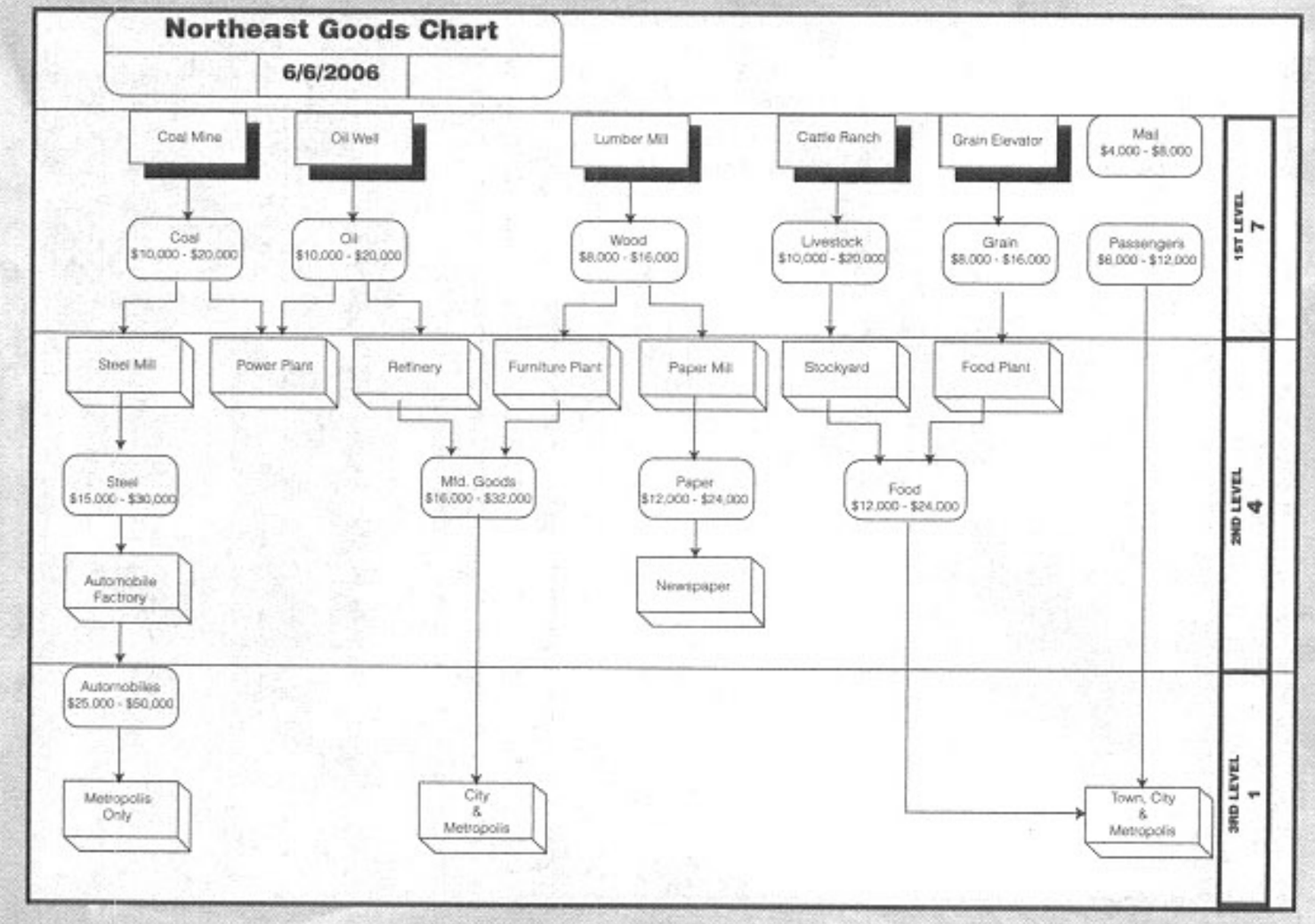
Medium

Economy

U.S. Northeast

Island Hopping





RAW MATERIALS
Livestock
Coal
Oil
Lumber
Grain

REFINED RESOURCES
Manufactured Goods
Steel
Food
Paper
Automobiles

★ STARTING POINTS
★ Feldges
★ Jessum Hill
★ Schmidt City
★ Shirk

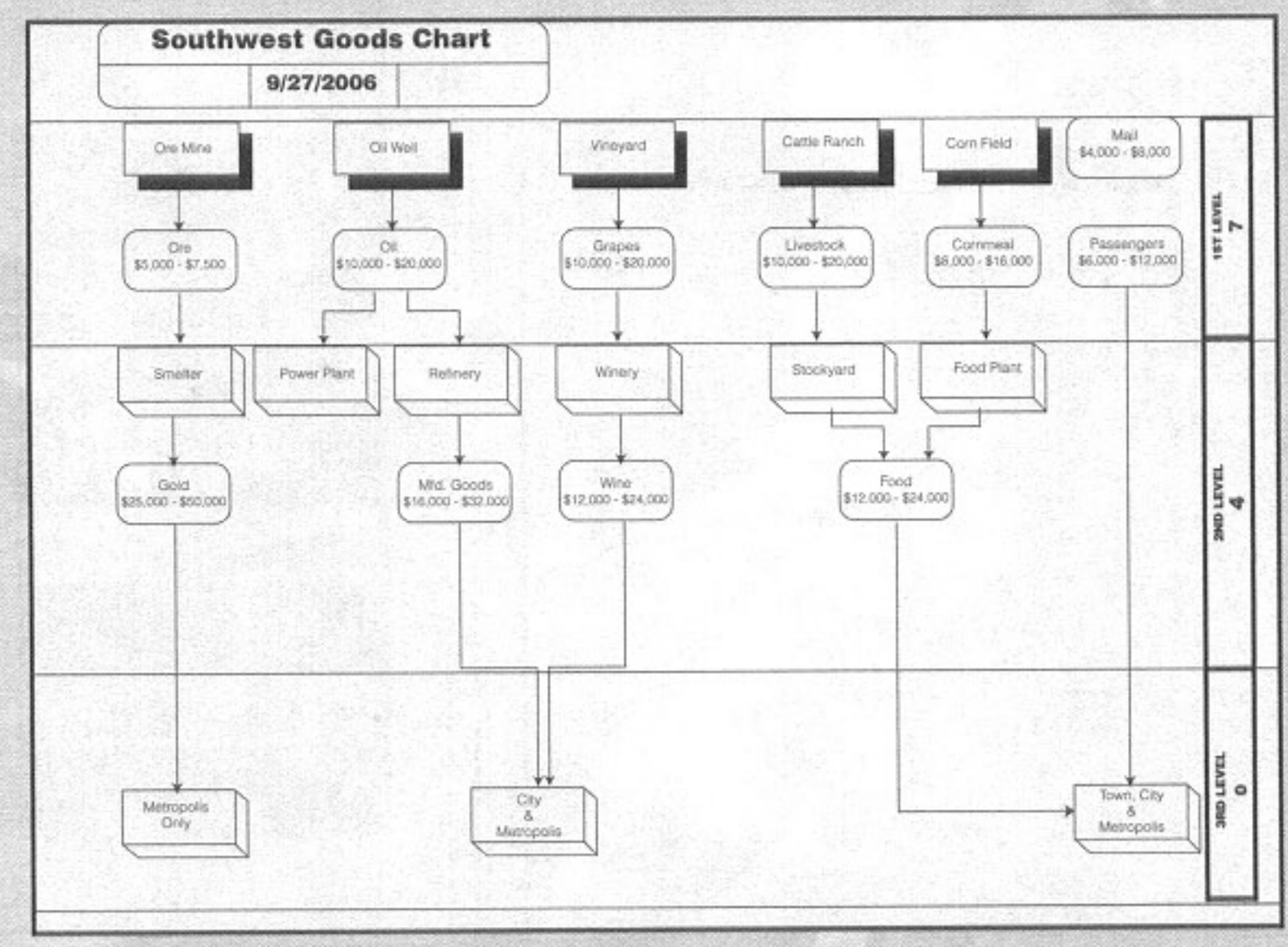
Difficulty

Medium to Advanced

Economy

U.S. Northeast

Mesa Madness



RAW MATERIALS
Livestock
Oil
Ore
Cornmeal
Grapes

REFINED RESOURCES
Food
Wine
Manufactured Goods
Gold

★ STARTING POINTS
★ Busatti
★ Gilmore
★ Murphy
★ Shafer

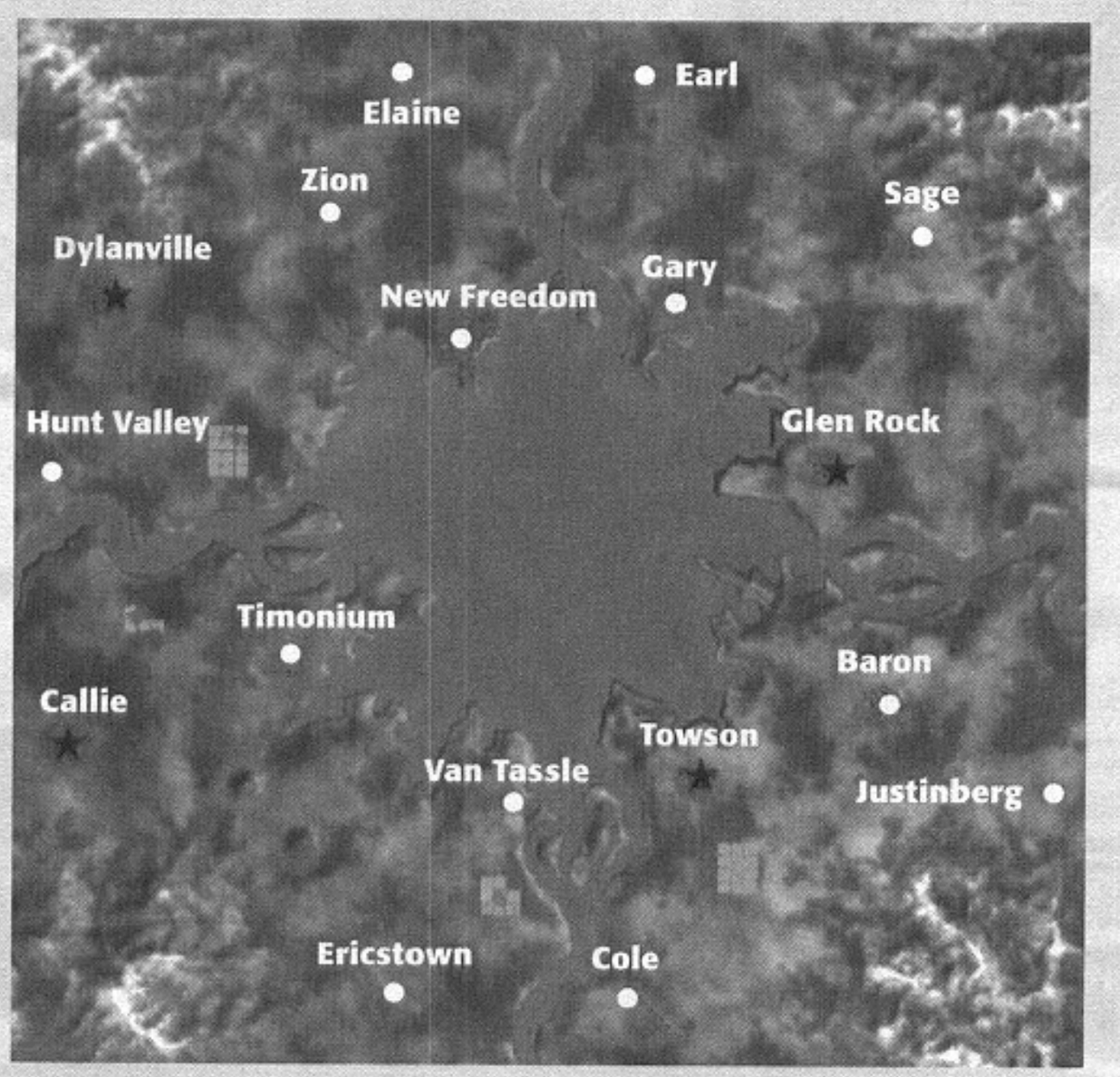
Difficulty

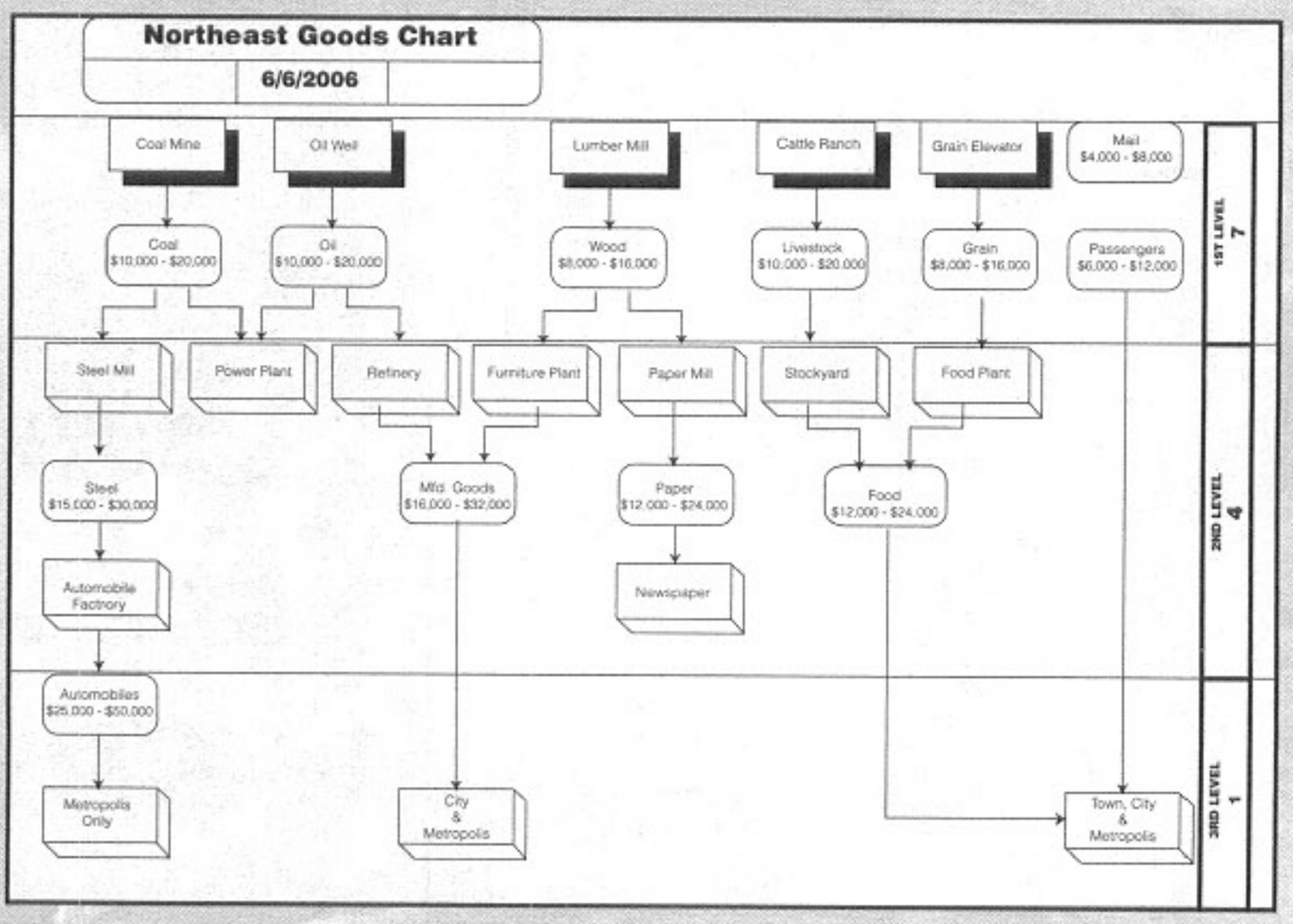
Easy

Economy

U.S. Southwest

Quad City Lake





RAW MATERIALS

- Livestock
- Coal
- Oil
- Lumber
- Grain

REFINED RESOURCES

- Manufactured Goods
- Steel
- Food
- Paper
- Automobiles

★ STARTING POINTS

- ★ Callie
- ★ Dylanville
- ★ Glen Rock
- ★ Towson

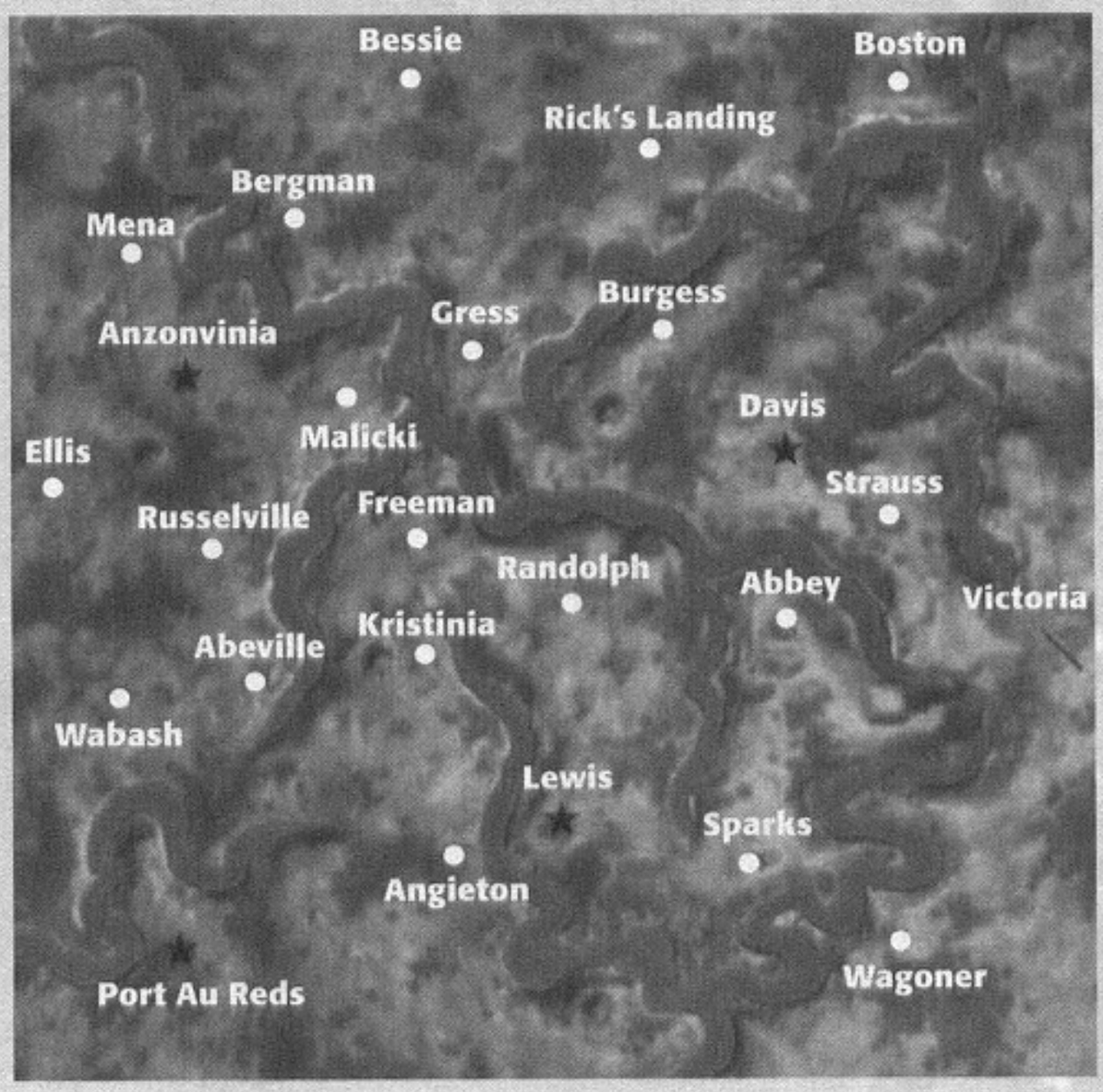
Difficulty

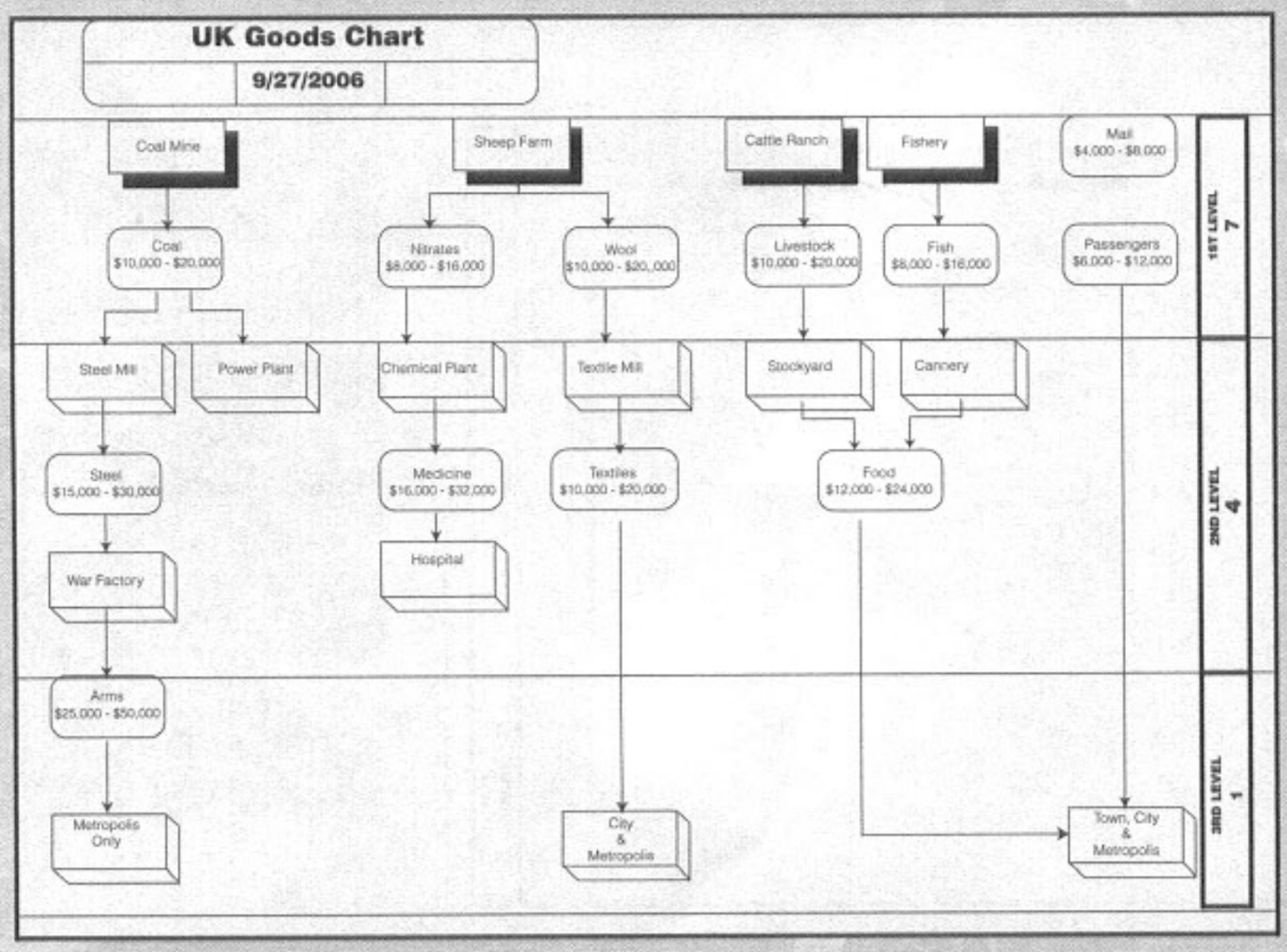
Medium

Economy

U.S. Northeast

Rivers' Run





NATURAL RESOURCES
Nitrates
Wool
Fish
Cattle
Coal

REFINED RESOURCES
Arms
Paper
Medicine
Textiles
Food
Steel

★ STARTING POINTS
★ Anzonvinia
★ Davis
★ Lewis
★ Port Au Reds

Difficulty

Easy to Advanced

Economy

Great Britain

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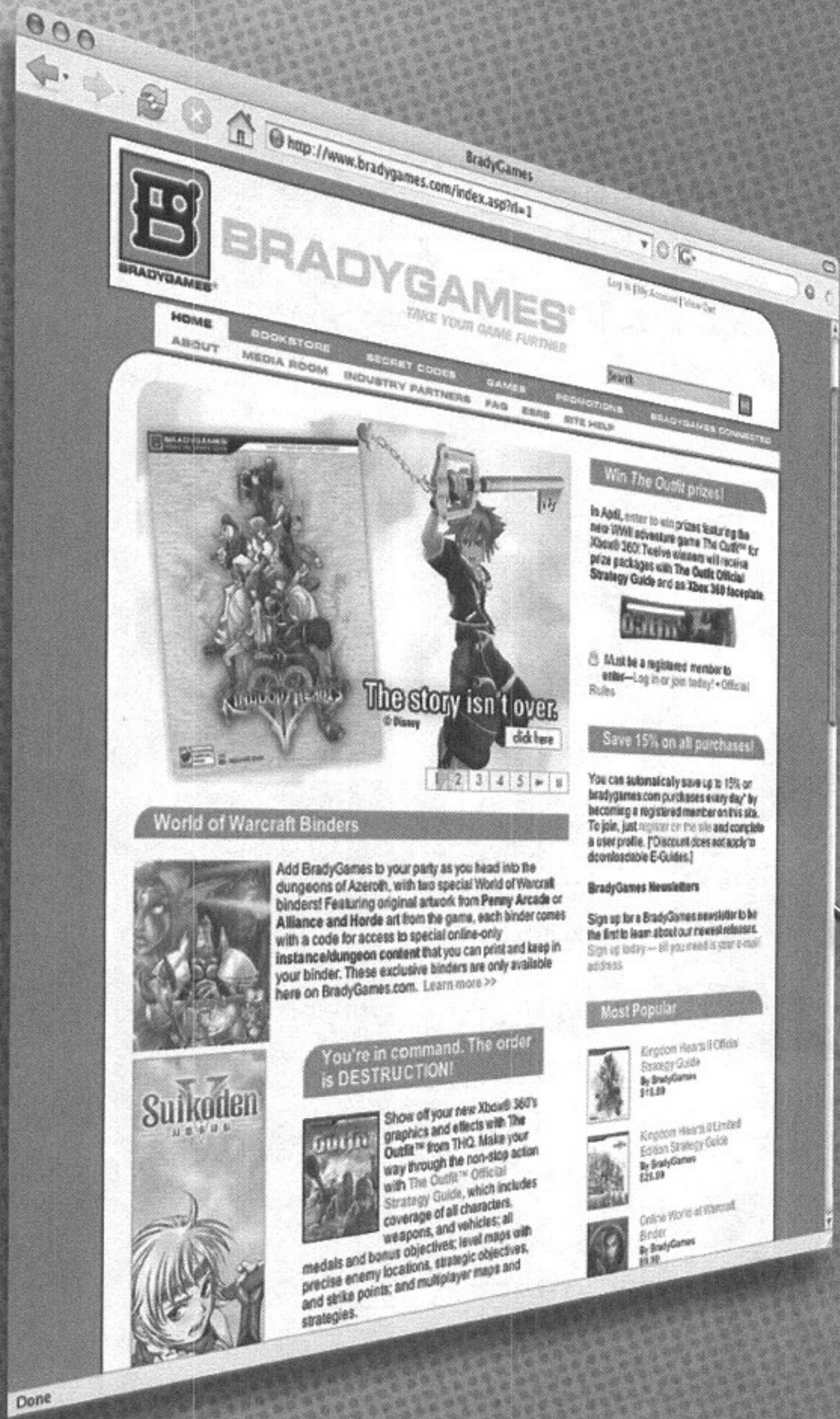
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Dedication

To Lloyd, Commander and Engineer.

Thomas Hindmarch

Thanks, Greg, for not completely losing patience with my constant flood of stupid questions, and with my crackpot strategies; BradyGAMES, for giving me this opportunity; and Greg Off, for recommending me for it.

I'd like to dedicate this book to the girl. She knows who she is.

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